



Customer Service, Operations and Security Committee

Action Item III-A

December 1, 2016

Metrorail Span of Service Recommendation

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201823

Resolution:
☒ Yes ☐ No

TITLE:

Metrorail Span of Service Recommendation

PRESENTATION SUMMARY:

To provide an overview of the public outreach and Title VI equity analysis conducted on the four proposals to change Metrorail's span of service, and to provide a recommendation for the Board regarding changes to the Metrorail hours of operation and Metrobus mitigation services.

PURPOSE:

Staff seeks Board approval of changes to the Metrorail Span of Service and Metrobus mitigation services, as well as approval of the Title VI Equity Analysis conducted on the Span of Service proposals.

DESCRIPTION:

In order to restore safe and reliable rail service, management recommended a change to the balance in passenger rail service time and track maintenance time. Adding eight hours weekly to the maintenance window permits Metro to launch an aggressive, industry grade maintenance program that will gradually shift the Authority away from emergency repairs towards preventive maintenance of its rail infrastructure. This program is consistent with and addresses Federal Transit Administration (FTA) recommendations, which include providing more maintenance track time – and central to that strategy is providing adequate overnight track time.

Therefore, Metro is considering four proposals to adjust the Metrorail Span of Service to provide an additional eight hours of track maintenance time each week (a 20% increase) to allow for extended work periods needed to improve safety and conduct state of good repair, continuous maintenance efforts.

Metro staff conducted a Compact-required public hearing, additional public outreach, and Title VI equity analysis to inform the Board of Directors in its decision making regarding changes to the Metrorail operating hours.

Key Highlights:

- An unprecedented number -- nearly 16,000 public comments were received -- surpassing other recent, high-profile issues, including the station naming survey for Phase 1 of the Silver Line.
- Of the four options proposed, the public survey found overwhelming preference

(45% of all respondents) for Proposal 3, which would adjust the Metrorail operating hours by closing the system at 11:30 p.m. on Monday – Thursday; closing at 1 a.m. on Friday and Saturday nights; and operating from 8 a.m. to 11 p.m. on Sunday.

- The preference for Proposal 3 was found across all demographics, including low-income and minority customers, as well as those customers most impacted by the proposed changes. For each of those categories, 44% chose Proposal 3.
- A Title VI Equity Analysis conducted by Metro staff finds that Proposal 3 will result in a disparate impact on minority populations and a disproportionate burden on low-income populations; however, implementing this service change does not violate Title VI or Environmental Justice.
- Metrobus has developed a “Lifeline Network Access Service Plan” to provide enhanced bus capacity and connections that assist in mitigating the impact of the changes to Metrorail service hours.

Background and History:

Outreach and Public Hearing

In October 2016, public outreach was conducted to gather input on the four options of rail operating hours, as well as to gather input on what travel alternatives customers would consider if the hours of operation are altered.

The public was asked to comment on four scenarios for adjusting the Metrorail Span of Service:

	Proposal 1	Proposal 2	Proposal 3	Proposal 4
Mon-Thu	5am-midnight	5am-11:30pm	5am-11:30pm	5am-midnight
Fri	5am-midnight	5am-midnight	5am-1am	5am-3am
Sat	7am-midnight	7am-midnight	7am-1am	9am-3am
Sun	7am-10pm	7am-11:30pm	8am-11pm	noon-11pm

The public comment period spanned from Saturday, October 1 through Tuesday, October 25, and communications and outreach efforts included:

- In-station outreach events, targeting stations and times to reach customers most impacted by proposed changes
- Stakeholder communications
- Targeted marketing & media, including newspaper advertisements, press releases and social media posts
- Open house & public hearing held at Metro Headquarters on October 20, spanning more than nine hours

Feedback was collected through the following sources:

- Paper surveys in English and Spanish at in-station outreach events
- Paper surveys in English and Spanish from Community Based Organizations & the Open House

- Online survey of the Amplify Customer Community in English
- Online survey available to the general public in English and Spanish
- Written comments submitted to WrittenTestimony@wmata.com
- Verbal public testimony during the Public Hearing

Discussion:

Public Comment Findings

Metro collected nearly 16,000 comments, which includes survey responses, written testimony submitted via email, and comments received during the public hearing.

Ninety-five percent of the comments (14,975) were received via survey. An additional 760 written comments and 65 public hearing comments were also received.

This outreach effort eclipsed the previous high record of survey participation for the initial naming of Silver Line Phase 1 stations, when approximately 13,500 surveys were completed.

Generally, minority customers comprise 45% of the riders on Metrorail and low-income ridership is nearly 13%. However, these percentages vary by time of day, with late-night and early off-peak hours reflecting a higher percentage of low income and minority customers.

As noted previously, efforts were made during outreach to include low-income and minority populations by visiting stations during off-peak hours. As a result, the survey demographics included the following populations:

- Low-Income: 15%
- Greatly impacted/Impacted: 41%
- Not at all or only modestly impacted: 59%

The public comment revealed the following:

- The survey found that overwhelmingly, nearly twice as many customers chose Proposal 3 (45%) as their preferred approach for gaining the additional 8 hours of maintenance window needed.
- The survey found that Proposal 3 is the chosen approach for all groups, including low-income, minority, and customers most impacted by the proposed changes.
- In addition, the survey found that 85% percent of respondents would not use Metrobus as their primary alternative to Metrorail. For riders who would be "greatly impacted" by proposed changes, 29% reported they would use Metrobus as a primary and 50% as a secondary option to complete their travel.
- At the public hearing, the majority of the 65 speakers expressed opposition to all permanent service cuts.
- The majority of emailed comments focused on additional ideas for adjusting the operating hours or were against Proposal 4, which proposed to maintain late-night rail service but opened the system at noon on Sunday. Many additional written comments were against all permanent cuts and about other topics, like budget.

For additional information, see:

- Attachment B for the “*Public Outreach & Input Report – Docket B16-03: Change of Metrorail Operating Hours*”

Equity Analysis

The Federal Transit Administration (FTA) requires that WMATA complete a service equity analysis if a major service change lasts longer than 12 months; the analysis must be approved by the Board prior to reaching the 12-month mark. The equity analysis must evaluate the impacts of the proposed service changes on minority and low-income populations, which requires extensive research, outreach, reporting, and Board approval.

A Title VI Equity Analysis conducted by Metro staff finds that Proposal 3 will result in a disparate impact (DI) on minority populations and a disproportionate burden (DB) on low-income populations and there appears to be a less discriminatory alternative before considering public input. Public input revealed, however, that Proposal 3 is overwhelmingly preferred by rail riders, including minority and low-income riders. Thus, implementing this service change does not violate Title VI or Environmental Justice (EJ) because: (1) Metro has a substantial legitimate justification for the proposed service change; (2) practically speaking, no less discriminatory alternative exists because minority and low-income populations overwhelmingly prefer Proposal 3; and (3) Metro will provide supplemental bus service that will mitigate some of the rail service changes that have an adverse impact on minority and low-income riders.

For additional information, see Attachment A for the “Title VI Equity Analysis – Span of Service Changes.”

Metrobus Supplemental Service

In order to provide lifeline bus services as an alternative to Metrorail, and to help mitigate any adverse impacts on low-income and minority rail customers, management recommends Metrobus service changes that close gaps created within the bus network by Proposal 3 and augment some lines for capacity.

Lifeline Network Access Service Plan

- Improves late evening Metrobus service coverage by building on the existing network by filling in missing linkages to suburban transit centers.
- Adds a limited number of trips on high ridership corridors in response to crowding
- Estimated annual cost: \$2 million (Weekdays, weekend evenings and Sunday morning)
- Estimated bus requirement: 40
- Estimated FTE bus operators: 35

While the Lifeline Network Access Service Plan does add trips along high ridership corridors in response to crowding, capacity on Metrobus is still limited relative to Metrorail.

For additional information, see Attachment C for a service plan and map of the Lifeline Network Access Service Plan.

FUNDING IMPACT:

The net reduction to the operating budget for changes to Metrorail service outlined in Proposal 3 is estimated at \$2.55 Million. This includes a \$6.84 Million reduction in Operating Expenses (Personnel, Propulsion and other utilities) LESS Revenue loss of \$4.3 Million (1.5 Million trips). The budget for the recommended additional Metrobus service is estimated at \$2 million annually and an increase of 35 positions in the Department of Bus Services. Funding for additional Metrobus service is not included in the FY2017 Approved Operating Budget or FY2018 Proposed Operating Budget. If the Board approves the Metrobus "Lifeline Network Access Service Plan", reductions in other bus service routes, offsetting expense reductions, or an increase in subsidy will need to be identified.

Project Manager:	Joe Leader
Project Department/Office:	Chief Operating Officer

TIMELINE:

Previous Actions	- June 2016: Midnight Metrorail system closings went into effect under SafeTrack plan - October 2016: Public comment period and public hearing conducted on Metrorail Span of Service
Anticipated actions after presentation	July 1, 2017: Metrorail and Metrobus "Span of Service" changes take effect

RECOMMENDATION:

Metro staff recommends the following:

- Approval of Proposal 3 to adjust the Metrorail operating hours, beginning July 1, 2017, as follows:

Proposal 3	
Mon-Thu	5am-11:30pm
Fri	5am-1am
Sat	7am-1am
Sun	8am-11pm

- Approval of the Metrobus "Lifeline Network Access Service Plan"
- Approval of the "Title VI Equity Analysis – Span of Service Changes"
- Quarterly reporting to the Customer Service, Operations and Security Committee beginning in FY18 on Metro's progress on repairs to the rail system, and in conjunction with the Metro Safety Committee, whether an additional eight hours of track maintenance time each week is needed beyond FY19 to ensure safe and effective rail service

PRESENTED AND ADOPTED: December 15, 2016

SUBJECT: APPROVAL OF METRORAIL SPAN OF SERVICE AND SUPPLEMENTAL BUS SERVICE RECOMMENDATIONS AND TITLE VI EQUITY ANALYSIS

2016-52

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) is working on a long-term preventive maintenance strategy to sustain the progress of SafeTrack and address the Federal Transit Administration (FTA) recommendations, which requires providing more maintenance track time; and

WHEREAS, Resolution 2016-40 authorized staff to conduct a public hearing on four Metrorail span of service proposals, each of which would provide an additional eight hours of track maintenance time each week to ensure safe and effective rail service; and

WHEREAS, Staff and the Board of Directors conducted a public hearing on October 20, 2016, and staff also conducted in-station outreach events, targeted marketing and media, and an open house, resulting in over 15,900 comments, including surveys, emails, and comments received during the public hearing, which are summarized in Attachment B; and

WHEREAS, Public input revealed that Proposal 3 – which would adjust the Metrorail operating hours by closing the system at 11:30 p.m. on Monday through Thursday, closing at 1:00 a.m. on Friday and Saturday nights, and operating from 8:00 a.m. to 11:00 p.m. on Sunday – is overwhelmingly preferred by rail riders, including minority and low-income riders who are directly impacted by Proposal 3; and

WHEREAS, Staff anticipates that additional riders will use the Metrobus system for travel during the reduced service periods of Proposal 3, and therefore recommends implementing the Lifeline Network Access Service Plan, presented in Attachment C, which will improve late evening Metrobus service coverage; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B, staff has conducted an analysis and determined that Proposal 3 results in a disparate impact on minority populations and a disproportionate burden on low-income populations; and

Motioned by Mrs. Hudgins, seconded by Ms. Carmody

Ayes: 8 – Mr. Evans, Ms. Harley, Mr. Corcoran, Mr. Strickland, Mr. Price, Mr. Goldman, Mrs. Hudgins and Ms. Carmody

WHEREAS, Although Proposal 3 creates a disparate impact and disproportionate burden and there appears to be a less discriminatory alternative, staff nonetheless has determined that implementing Proposal 3 is consistent with Title VI or Environmental Justice requirements because: (1) Metro has a substantial legitimate justification for the proposed service change; (2) practically speaking, no less discriminatory alternative exists because minority and low-income populations overwhelmingly prefer Proposal 3; and (3) the Lifeline Network Access Service Plan will mitigate the adverse impact on minority and low-income riders; and

WHEREAS, Staff recommends that the Board of Directors approve the Public Outreach & Input Report and Title VI analysis and approve Proposal 3, adjusting the Metrorail operating hours as follows, Monday – Thursday: 5:00 a.m. to 11:30 p.m.; Friday: 5:00 a.m. to 1:00 a.m.; Saturday: 7:00 a.m. to 1:00 a.m.; and Sunday: 8:00 a.m. to 11:00 p.m., effective July 1, 2017; now, therefore be it

RESOLVED, That the Board of Directors approves the Public Outreach & Input Report in Attachment B, which shows that Proposal 3 is overwhelmingly preferred by rail riders, including minority and low-income riders; and be it further

RESOLVED, That the Board of Directors approves the Title VI equity analysis in Attachment A, which demonstrates that implementing Proposal 3 is consistent with Title VI or Environmental Justice; and be it further

RESOLVED, That the Board of Directors approves Proposal 3 to adjust the Metrorail operating hours as follows: Monday - Thursday: 5:00 a.m. to 11:30 p.m.; Friday: 5:00 a.m. to 1:00 a.m.; Saturday: 7:00 a.m. to 1:00 a.m.; and Sunday: 8:00 a.m. to 11:00 p.m., effective July 1, 2017; and be it further

RESOLVED, That the Board of Directors approves the Lifeline Network Access Service Plan in Attachment C, which will provide supplemental bus service to mitigate the adverse impact of the rail service changes when implementing Proposal 3; and be it further

RESOLVED, That the Board of Directors directs staff to report to the Customer Service, Operations and Security Committee on a quarterly basis, beginning in FY18, Metro's progress on its repairs to the rail system, to include a matrix of the maintenance performed pre-SafeTrack, during the adjusted hours, and projected beyond FY19 along with the correlating impact on safety and reliability in order to allow the Customer Service Operations and Security Committee to compare the effects of the additional track-access hours on rail system safety and reliability, and in conjunction with the Metro Safety Committee, determine whether additional hours of track maintenance time each week is needed beyond FY19 to ensure safe and reliable rail service; and be it further

RESOLVED, That the Board of Directors directs the General Manager to provide a comprehensive report of the Preventative Maintenance Program progress to the full Board in May 2018, and declares a continuation of the reduced span of service for FY19; and be it further

RESOLVED, That on July 1, 2019, the Metrorail operating hours shall revert to Monday - Thursday: 5:00 a.m. to 12:00 a.m.; Friday: 5:00 a.m. to 3:00 a.m.; Saturday: 7:00 a.m. to 3:00 a.m.; and Sunday: 7:00 a.m. to 12:00 a.m., unless based on the quarterly staff reports, the Board of Director takes further action; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
20.5.1 Rail Scheduling

M E M O R A N D U M



SUBJECT: Title VI Equity Analysis – Span of Service Changes

DATE: November 23, 2016

FROM: FAIR – James T. Wynne, Jr

TO: GM/CEO – Paul J. Wiedefeld

This memorandum discusses the Title VI analysis conducted for Metro's proposed rail span of service changes that are required for maintenance of the rail system as mandated by the FTA and NTSB.

I. Conclusion

Metro staff recommends implementing the rail span of service changes presented in Proposal 3 and the Lifeline Network Access supplemental bus service plan. Proposal 3 will result in a disparate impact (DI) on minority populations and a disproportionate burden (DB) on low-income populations and there appears to be a less discriminatory alternative to Proposal 3 which is contrary to public input. Proposal 3 is overwhelmingly preferred by rail riders, including minority and low-income riders. Thus, implementing Proposal 3 does not violate Title VI or Environmental Justice (EJ) because: (1) Metro has a substantial legitimate justification for the proposed service change; (2) practically speaking, no less discriminatory alternative exists because minority and low-income populations overwhelmingly prefer Proposal 3; and (3) Metro will provide supplemental bus service that will offset some of the rail service changes.

II. Rail Service Change Proposal

In order to provide safe and reliable rail service, Metro needs a minimum of eight additional hours a week of track time to rehabilitate and maintain the rail system. Accordingly, Metro must reduce its span of service to accommodate an additional eight hour maintenance window. In September 2016, Metro presented the following four span of service proposals on the public docket:

Table 1: Four Service Proposals

Current Service Hours (not a proposal)	Monday through Thursday: 5:00 a.m. to midnight Friday: 5:00 a.m. to 3:00 a.m. Saturday: 7:00 a.m. to 3:00 a.m. Sunday: 7:00 a.m. to midnight
Proposal 1	Reducing late night service to midnight on Friday and Saturday; Closing at 10:00 p.m. on Sunday.

Proposal 2	Reducing late night service to midnight on Friday and Saturday; Closing at 11:30 p.m. Sunday through Thursday.
Proposal 3	Reducing late night service to 1:00 a.m. on Friday and Saturday; Closing at 11:30 p.m. Monday through Thursday; Starting morning service at 8:00 a.m. and closing at 11:00 p.m. on Sunday.
Proposal 4	Maintaining late night service until midnight on Monday through Thursday; Maintaining late night service until 3:00 a.m. on Friday and Saturday; Starting morning service at 9:00 a.m. on Saturday; Starting morning service at 12:00 p.m. and closing at 11:00 p.m. on Sunday.

III. Title VI Analysis

When a transit agency proposes a major service change, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the transit agency conduct an equity analysis to determine whether the service change will result in a DI on minority riders or a DB on low-income riders.

In conducting the equity analysis, Metro used the following survey data to determine which populations would be affected by each proposed service change:

- 2016 Travel Trends Rail Passenger Survey (Spring, 2016);
- Supplemental Sunday survey data collected August to October 2016;
- Metrorail ridership data collected June 2015 to May 2016; and
- Results from public outreach (Fall 2016)

Because the proposed service change affects rail customers, Metro calculated the impacted minority or low-income trips as a percentage of all impacted rail trips. Metro then compared that percentage to the system-wide ridership profile for Metrorail (45% minority; 12.8% low-income) (See Table 3).

As shown in Table 4, the percentage of impacted minority riders varies considerably between different service periods, ranging from 37.0% to 79.8%. Table 4 shows that Friday and Saturday late night service have a low proportion of minority riders while Sunday morning, Sunday evening, and weekday evening service have a high proportion of minority riders. All of the proposed off-peak service periods have a high proportion of low-income riders. Table 4 shows why Proposals 1 and 2, which reduce late night service, only result in a DB, but not a

DI, as shown in Table 5. Table 4, however, shows why Proposals 3 and 4, which reduce Sunday morning and Sunday evening service, result in both a DI and DB as shown in Table 5.

Metro applied the impacted ridership statistics in Table 4 to determine the total number of riders impacted on a daily basis. To determine the daily impacted ridership, Metro selected the day with the highest number of affected riders for each proposal. For instance, Metro found that for Proposal 3 the highest number of riders will be affected on Sunday. Specifically, the annual ridership impacted by opening the system on Sunday at 8 a.m. rather than 7 a.m. is approximately 261,000 riders. The annual ridership impacted by closing the system on Sunday at 11 p.m., rather than 12:00 a.m. is approximately 153,000 riders. Over the course of the year, that results in approximately 8,120 impacted riders per day. Metro then applied the 8,120 daily riders impacted to the DI/DB thresholds in Table 2, which were adopted by the Board of Directors in Resolution 2013-27. This yielded an 8% DI/DB threshold. For more information about how Metro determined the DI/DB thresholds for each proposal, please refer to the spreadsheet in Attachment 1.

Finally, Metro applied the impacted riders in Table 4 and the DI/DB thresholds in Table 2 to determine, in Table 5, whether the percentage of affected minority and low-income riders exceeded the system-wide average by more than Metro's DI/DB thresholds. As shown in Table 5, Proposals 1 and 2 do not result in a DI on minority riders, but do result in a DB on low-income riders. Proposals 3 and 4 result in both a DI and a DB.

Table 2: DI/DB Threshold

Total Daily Riders Impacted	Threshold for Significant Disparity
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

Table 3: Metro Ridership Rail Demographic Profile¹

	Annual Ridership (FY 2016)	% Minority Ridership	% Low Income Ridership	Annual Minority Trips	Annual Low Income Trips
Rail	191,347,600	45.0%	12.8%	86,065,916	24,567,857

Table 4: Impacted Ridership and Demographics by Time Period

	Annual Ridership Impacted	Minority % of impacted trips	Low Income % of impacted trips	Proposal
Rail System		45.0%	12.8%	
Saturday midnight-3am	429,000	37.0%	19.1%	1, 2, 3*
Mon-Thu 11:30-midnight	318,000	48.8%	21.8%	3
Friday midnight-3am	425,000	49.8%	22.5%	1, 2, 3*
Sun-Thu 11:30pm-midnight	397,000	52.4%	25.7%	2
Saturdays 7-9am	944,063	56.3%	29.4%	4
Sundays 7am-noon	2,507,016	64.0%	33.2%	4
Sunday 10pm-midnight	428,000	66.9%	41.3%	1, 3*, 4*
Sundays 7-8am	261,000	79.8%	41.3%	3

Table 5: DI/DB Test for Each Proposal

	Minority	Low- Income
System Average	45.0%	12.8%
Proposal One		
Impacted Ratio	51.2%	27.6%
Difference from System Average	6.2%	14.8%
Threshold	8.0%	8.0%
Disparate Impact/Disproportionate Burden	No	Yes

¹ Based on 2016 Rail Passenger Survey; special Sunday rail data collection (Aug/Sept 2016); and 2014 Metrobus Passenger Survey

Proposal Two		
Impacted Ratio	46.2%	22.3%
Difference from System Average	1.3%	9.5%
Threshold	8.0%	8.0%
Disparate Impact/Disproportionate Burden	No	Yes
Proposal Three		
Impacted Ratio	56.0%	28.3%
Difference from System Average	11.1%	15.5%
Threshold	8.0	8.0
Disparate Impact/Disproportionate Burden	Yes	Yes
Proposal Four		
Impacted Ratio	62.1%	32.5%
Difference from System Average	17.1%	19.7%
Threshold	5.0%	5.0%
Disparate Impact/Disproportionate Burden	Yes	Yes

IV. Disparate Impact Legal Test

A. Title VI and EJ Circular Requirements

Proposal 3 was overwhelmingly preferred by rail riders, including minority and low-income riders and, therefore, Metro staff recommends implementing Proposal 3. Even though Proposal 3 will result in a DI on minority populations and a DB on low-income populations, implementing this service change would not violate Title VI or EJ. Pursuant to FTA Title VI Circular, Metro may implement a proposed service change that will result in a disparate impact on minority populations only if Metro:

- (1) has a substantial and legitimate justification for the proposed change; and
- (2) can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish its goals. To make this showing, Metro must consider and analyze alternatives to determine

whether those alternatives would have a less disparate impact on minority populations, and then implement the least discriminatory alternative. See, Chapter IV-16 of the FTA Title VI Circular.

Under Title VI and EJ, Metro may implement a proposed service change that will result in a disproportionate burden on low-income populations only if Metro implements practicable mitigation measures—unless no practicable measures exist. When determining whether mitigation measures are practicable, Metro must consider the social, economic (including costs), and environmental effects of mitigating the adverse effects on low-income populations. Pg. 5 of the FTA EJ Circular.

B. Legal Analysis

Although Proposal 3 results in a DI and DB, implementing this service change would not violate Title VI or EJ because: (1) Metro has a substantial legitimate justification for the proposed service change; (2) practically speaking, no less discriminatory alternative exists because minority and low-income populations overwhelmingly prefer Proposal 3; and (3) Metro will provide supplemental bus service that will offset some of the rail service changes.

i. Substantial Legitimate Justification

Metro must reduce its span of service to: (1) provide work crews with additional time to rehabilitate and maintain the rail system in order to provide safe and effective rail service; and (2) minimize the number of riders affected by Metro's rehabilitation plan.

Currently, on Sundays through Thursdays, Metro has five hours of non-passenger service, which enables Metro crews to perform two to three hours of productive rehabilitation work per day. On Fridays and Saturdays, prior to implementing SafeTrack, Metro had four hours of non-passenger service, which yielded approximately one hour of productive rehabilitation work per day. Unfortunately, this is an insufficient amount of track time for Metro to complete its rehabilitation plan. Metro requires an additional eight hours of non-passenger service per week to effectively and efficiently rehabilitate the rail system. Implementing Proposal 3 creates the additional non-passenger time needed for new preventative maintenance programs, quality control and quality assurance, and other basic maintenance tasks. For more information about Metro's need for additional rehabilitation time, please refer to the enclosed Overnight Maintenance Window MEAD presented to the Metro Board of Directors' Customer Service, Operations and Security Committee on November 3, 2016 (Attachment 2).

Additionally, to effectively and efficiently rehabilitate the rail system, Metro

must close the complete rail system rather than segment line closures. Metro must perform maintenance throughout the system during its non-passenger service hours. For instance, the Radio Project, which will replace Metro's aging radio system to improve communications reliability, requires extensive track access for heavy vehicles to continuously move along the track. Moreover, closing the entire system during off-peak hours minimizes the number of riders affected by the rehabilitation plan. For example, Proposal 3 impacts approximately 1.2 million trips, which is only 0.6% of Metro's annual rail trips. In other words, closing the entire system during non-peak hours enables Metro to discontinue its SafeTrack practice of segmenting line closures during peak hours.

ii. No Less Discriminatory Alternative

Proposal 3 is the least discriminatory proposal that enables Metro to achieve its system rehabilitation goals. As discussed above, Metro can achieve its goals only if it has an additional eight hours of track access per week for the entire rail system at low ridership times. Limited by these parameters, Metro presented four proposals to the public.

As mentioned above, Proposals 1 and 2 do not create a disparate impact and still enable Metro to achieve its rehabilitation goals. Thus, at first glance, it appears that Proposals 1 and 2 would be less discriminatory than Proposal 3. Metro's extensive public participation revealed, however, that Proposals 1 and 2 would not in practice be less discriminatory because the riding public, including low-income and minority riders, overwhelmingly prefer Proposal 3.

Metro received over 15,900 comments during the public comment period spanning from October 1 through October 25, 2016. During this period, Metro conducted in-station outreach efforts, targeted marketing and media, and held an open house and public hearing. Feedback was collected through surveys available online, at in-station outreach events, and through community-based organizations. Metro also accepted written comments via email and public testimony during the public hearing. Outreach street teams traveled to various Metrorail stations to collect feedback from riders on paper surveys and distribute brochures. Metro chose its outreach dates and times to correspond with the highest ridership during the proposed span of service cuts. Additionally, materials and surveys were provided in seven languages. For a more detailed summary of the outreach conducted for the service change proposals, please refer to the enclosed Staff Summary Outreach Report. (Attachment 3)

Metro received 15,163 completed surveys about the four service change proposals. 37% of the surveys were completed by minority populations and 15% were completed by low-income populations, which closely mirrors the system-wide rail demographics (45% minority and 12.8% low-income). As shown in Table 6,

respondents (45%), including low-income (44%) and minority populations (44%), overwhelmingly prefer Proposal 3.

Moreover, those minority and low-income populations who are directly impacted by Proposal 3 still overwhelmingly prefer Proposal 3. Metro's survey asked customers if they had used Metrorail or Metrobus during three proposed span of service reductions (after midnight; between 10 p.m. and midnight; and between 5 a.m. and 9 a.m. on Saturdays and Sundays) in the last seven days. 41% of the 15,163 respondents traveled during at least two of the three time periods. As shown in Table 7, 44% of minority respondents and 53% of low-income respondents traveled during at least two of the three time periods. 44% of those impacted minority riders and 46% of those impacted low-income riders still preferred Proposal 3. Thus, even minority and low-income populations who will be impacted by Proposal 3 still overwhelmingly prefer that proposal. Moreover, although Proposals 1 and 2 do not result in a disparate impact under Title VI, those two proposals were the least attractive to minority and low-income populations.

The FTA Title VI Circular is silent on how to resolve a conflict between (1) the rail passenger survey data showing that a proposed change will result in a disparate impact on a protected population and (2) the public survey data showing that the protected population prefers that proposed change to other alternative service changes that will not result in a disparate impact. Metro, therefore, applied basic Title VI principles to help inform its decision. In general, Title VI prohibits entities from discriminating against protected populations under any program receiving Federal financial assistance. Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000. To ensure that a program is non-discriminatory, transit agencies, such as Metro, must provide protected populations with a meaningful opportunity for public comment to ensure that such populations are not subject to discrimination when a major service change is proposed. FTA Title VI Circular, Chapter IV-16.

Metro believes that the least discriminatory option is Proposal 3, because it is overwhelmingly favored by both minority and low-income populations, rather than Proposal 1 or 2, which are the least preferred options for these same populations.

Table 6: Overall Preferences

Proposals	Overall Preference-All Respondents	Overall Minority Preference	Overall Low Income Preference
Proposal 1	17%	18%	15%
Proposal 2	15%	16%	15%
Proposal 3	45%	44%	44%
Proposal 4	23%	22%	25%

Table 7: Proposal 3- Impacted Minority and Low-Income Preferences

Populations	Percentage of minority/low income populations who traveled during at least two of the three time periods	Percentage of minority/low income populations who prefer each Proposal even though they traveled during at least two of the three time periods			
		Proposal 1	Proposal 2	Proposal 3	Proposal 4
Minority populations	44%	15%	15%	44%	26%
Low-income populations	53%	13%	13%	46%	28%

iii. Practicable Mitigation Measures

1. Existing Bus Service

Metro’s existing bus service will offset some of the adverse effects borne by minority and low-income populations. To assess how many displaced trips could be accommodated by the bus network, Metro used a schedule database query tool to identify bus-only travel options between every rail station origin-destination pair. As shown in Table 8, each station pair was then categorized according to whether the bus substitute was “Acceptable,” “Inferior,” or “Nonexistent”:

Table 8: Definitions for Bus Substitute Availability

Availability of Bus Itinerary	Criteria
Acceptable Substitute	• No transfers required AND • Total bus trip time ≤90 minutes AND • Total bus trip time ≤150% of rail trip time OR total travel time < 30 minutes
Inferior Substitute	Bus alternative exists but does not meet the criteria for “Acceptable”
Nonexistent	No bus itinerary exists

For each of the four service change proposals, ridership counts for each station pair were assigned to one of the categories listed above.

For each rail service proposal, approximately 20% of impacted customers would have an “Acceptable” bus alternative. Customers traveling later at night, when fewer bus routes are in operation, are more likely to have no bus itinerary available. Impacted trips during the morning periods were more likely to have an option available, even if that option was deemed “Inferior.” For Proposal 3, approximately 1.2 million annual trips will be impacted, of which approximately 225,000 trips would have an “acceptable” bus option, approximately 600,000 would have an “inferior” bus option, and approximately 340,000 would not have any bus option.

Table 9: Share of Impacted Trips with Available Bus Alternative

	Acceptable	Inferior	No Alternative
Proposal 1	21%	37%	43%
Proposal 2	21%	39%	41%
Proposal 3	19%	52%	29%
Proposal 4	23%	65%	12%

2. Supplemental Bus Service

Metro proposes implementing supplemental bus service as a mitigation measure to offset the rail service changes. Metro asked the public which alternative mode of travel they would most likely use when Metrorail is not in service. As shown in Table 10, out of approximately 15,000 respondents, only 15% stated they would use Metrobus as their primary option and 33% stated that they would never consider Metrobus as an alternative. 23% of minorities and 27% of low-income passengers said they would use Metrobus as their primary option. Survey respondents stated that they preferred the following alternatives over Metrobus: Taxis, Uber, and Lyft (44%); car or carpooling (22%); and not making the trip or traveling at other times (22%).

A higher percentage of survey respondents stated, however, that they might consider using Metrobus as a secondary option. Specifically, respondents who stated that Metrobus would not be their primary alternative were then asked the following question: “If there was a Metrobus option that served your trip needs during those eight hours, would you consider taking it?” Approximately 52% of all survey respondents, including 46% of minorities and 51% of low-income respondents, answered “yes.” Those respondents are listed as secondary bus users in Table 10. Thus, over 70% of all survey participants, including minority and low-income riders, would consider using Metrobus as an alternative mode of transportation. Note that the Lifeline Network is developed as just that, a lifeline, but the capacity of the service will not be able to meet demand if all 70% opted to use it.

As a result, Metro staff proposes implementing the Lifeline Network Access Metrobus Service Plan (“Lifeline Plan”). This plan will improve late evening Metrobus service by providing linkages to suburban transit centers, and adding a limited number of trips on high ridership corridors in response to crowding. As shown in Table 11, this plan will increase the number of Acceptable trips from 19% to 20%, Inferior Trips from 52% to 65% and reduce the No Alternatives from 29% to 16%. This plan requires an additional 40 buses, 35 full-time bus operators, and will cost Metro around \$2 million annually. For a detailed schedule and map of the proposed Lifeline Plan, please refer to Attachment 4.

Metro also examined whether it could practicably provide more robust supplemental bus service through its proposed Comprehensive Network Access Service Plan (“Comprehensive Plan”). This plan would reestablish connections throughout the regional bus network and enhance capacity and service along high ridership rail and bus corridors. For a detailed schedule and a map of the Comprehensive Service Plan, please refer to Attachment 5.

Metro has determined, however, that implementing the Comprehensive Plan is not practicable because it is twice the cost and no better. The Comprehensive Plan is expensive, requiring 70 additional full-time bus operators and costing Metro approximately \$4 million per year. Moreover, as shown in Table 12, this service would generally be no more effective than the Lifeline Plan in providing additional service routes to low-income and minority populations.

Table 10: Bus User Preferences

Bus User Type	Total	Greatly Impacted	Minority	Low Income
Primary	15%	29%	23%	27%
Secondary	52%	50%	46%	51%
Non-User	33%	20%	30%	22%
<i>n=</i>	<i>14,992</i>	<i>1,528</i>	<i>5,610</i>	<i>2,308</i>

Table 11: Share of Impacted Trips with Available Bus Alternative – Lifeline Service Plan

	Acceptable	Inferior	No Alternative
Proposal 1	21%	56%	23%
Proposal 2	21%	58%	21%
Proposal 3	20%	65%	16%
Proposal 4	22%	67%	11%

Table 12: Share of Impacted Trips with Available Bus Alternative – Enhanced Network

	Acceptable	Inferior	No Alternative
Proposal 1	22%	57%	21%
Proposal 2	22%	59%	19%
Proposal 3	20%	66%	14%
Proposal 4	23%	69%	8%

As stated in Section III.A, Metro is not required to implement mitigation measures that are not practicable. When determining whether mitigation measures are practicable, Metro must consider the social, economic (including costs), and environmental effects of mitigating the adverse effects on low-income populations. Pg. 5 of the FTA EJ Circular. Although not specified in the Circular, a mitigation measure will generally not be practicable if, among other things, it: (1) costs a significant amount of money, which cannot feasibly be covered under Metro's budget; (2) requires an unreasonable number of personnel or work hours to implement such measures; or (3) implementing the mitigation strategy would not

meaningfully offset the adverse impacts borne by minority and low-income populations.

In this case, the Comprehensive Plan is not a practicable mitigation measure because: (1) the degree of mitigation – as measured by the increase in “Acceptable” bus alternatives and reduction of riders with “No Alternative” to rail service – is almost identical to what can be accomplished through the less costly Lifeline Plan; and (2) the plan requires Metro to hire 70 additional bus operators and will cost Metro \$4 million dollars per year, which is not cost effective given the marginal improvement to impacted populations and Metro’s \$300 million shortfall. Accordingly, Metro has determined that the Lifeline Plan is the most practicable mitigation proposal because it offers the bus service most needed for Metro riders, including low-income and minority riders.

For all of the reasons discussed above, even though Proposal 3 will result in a DI on minority populations and a DB on low-income populations, implementing this proposal is consistent with Title VI and EJ principles. Staff, therefore, recommends Proposal 3 because it is the proposal overwhelmingly preferred by rail riders, including minority and low-income riders. Metro also recommends implementing the Lifeline Plan as a practicable mitigation measure.



Washington Metropolitan Area Transit Authority
Public Outreach & Input Report

Docket B16-03: Change of Metrorail Operating Hours

INTRODUCTION

Prior to June 2016, Metrorail was closed for 33 hours each week which provided little time for preventative maintenance and inspections. When the emergency SafeTrack maintenance program began in June 2016 to address the worst track conditions and assure safety, Metrorail hours were temporarily changed on Friday and Saturday nights from closing at 3:00 a.m. to midnight. This accommodated the track access needed during the SafeTrack program.

Consistent with recommendations from federal safety oversight agencies, including the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB), Metro received approval from its Board of Directors to gather public input on four proposals for new operating hours that would provide at least 8 additional hours of track access each week for new preventative maintenance program that would advance system safety and reliability.

	PROPOSAL #1 <i>PROPUESTA #1</i>	PROPOSAL #2 <i>PROPUESTA #2</i>	PROPOSAL #3 <i>PROPUESTA #3</i>	PROPOSAL #4 <i>PROPUESTA #4</i>
Mon-Thu <i>lunes-jueves</i>	5:00 a.m. – midnight <i>medianoche</i>	5:00 a.m. – 11:30 p.m.	5:00 a.m. – 11:30 p.m.	5:00 a.m. – midnight <i>medianoche</i>
Fri <i>viernes</i>	5:00 a.m. – midnight <i>medianoche</i>	5:00 a.m. – midnight <i>medianoche</i>	5:00 a.m. – 1:00 a.m.	5:00 a.m. – 3:00 a.m.
Sat <i>sábado</i>	7:00 a.m. – midnight <i>medianoche</i>	7:00 a.m. – midnight <i>medianoche</i>	7:00 a.m. – 1:00 a.m.	9:00 a.m. – 3:00 a.m.
Sun <i>domingo</i>	7:00 a.m. – 10:00 p.m.	7:00 a.m. – 11:30 p.m.	8:00 a.m. – 11:00 p.m.	Noon – 11:00 p.m.

This report includes an overview of the public participation plan that was followed, as well as a summary of the feedback received from the public from various information channels.

COMMUNICATIONS & OUTREACH TO THE PUBLIC

In order to encourage public feedback on the proposals, as well as to fulfill the Board-approved Public Participation Plan, Metro tailored a communications and outreach plan. The plan focused on the customers most impacted by the operating hours proposals — with an emphasis on riders traveling during affected periods, minority and low income populations. This intensive effort was necessary for reaching passengers and communities most impacted by the proposals; the historical model of numerous public hearings often missed impacted groups.

The majority of the communications and outreach effort concentrated on the public comment time period – Saturday, October 1 through Tuesday, October 25. The final plan included the following efforts:

- In-station outreach events
- Stakeholder communications
- Targeted marketing & media
- Open house & public hearing

In order to best manage resources in the allotted amount of time, the majority of outreach efforts focused on the proposed changes that would have the greatest impact on riders (high ridership, Title VI

populations). A demographic overview of the impacted customers can be viewed in Part I of the Title VI equity analysis report.

Feedback was collected through the following sources:

- Paper surveys in English and Spanish at in-station outreach events
- Paper surveys in English and Spanish from Community Based Organizations & the Open House
- Online Amplify survey in English
- Online survey in English and Spanish
- Written comments from WrittenTestimony@wmata.com emails and
- Verbal public testimony during the Public Hearing

In-Station Outreach Events

Outreach street teams, comprised of Metro staff and contractors, traveled to various Metrorail stations for a total of 40 shifts to collect feedback from riders on paper surveys and pass out brochures. Dates and times were chosen based on a variety of factors, including highest ridership during proposed cut hours, highest ridership prior to cut midnight hours, Title VI populations, and top bus transfer locations.

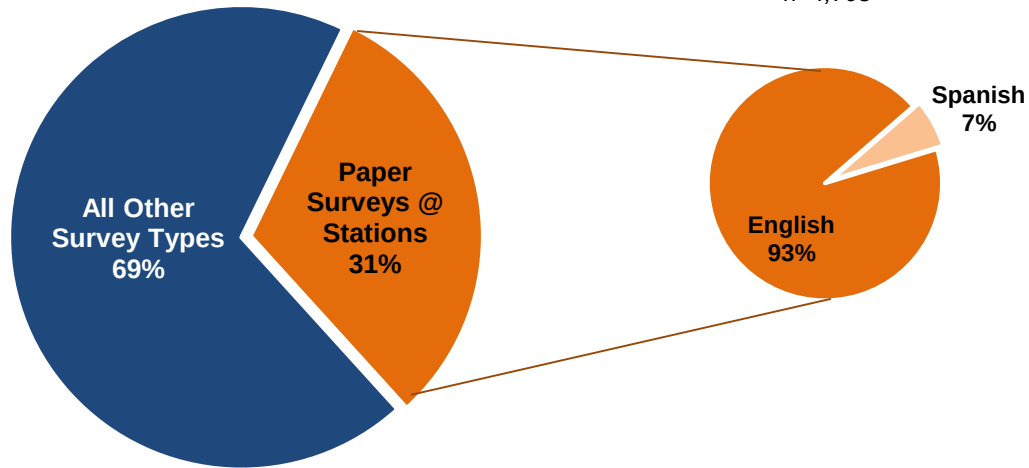


Team members wore Metro aprons and those who were bilingual wore large pins that identified them as speaking another language. Half of all street teams were fluent in Spanish, and some teams also had Amharic and Chinese speakers. The brochures and surveys were both in English and Spanish.

Over 10,750 brochures were distributed during the 40 shifts, and 4,708 surveys were collected, 7% in Spanish. Paper surveys collected in stations accounted for 31% of all surveys collected, and 29% of all feedback sources.

# of outreach shifts	# of outreach hours	# of brochures distributed	# of paper surveys completed	% of paper surveys completed in Spanish
40	168	10,766	4,708	7%

Overall Amount of Surveys Collected
n=10,455



In-Station Outreach Shift Results					
Date	Time of Shift	Metrorail Stations	# of Brochures Distributed	# of paper surveys (English)	# of paper surveys (Spanish)
Friday, October 7, 2016	8:00 p.m. – midnight	Metro Center, Dupont Circle, Foggy Bottom, Farragut North	1,400	762	37
Saturday, October 8, 2016	7:00 – 11:00 a.m.	Fort Totten, Shady Grove, Silver Spring, West Hyattsville	750	427	104
Saturday, October 8, 2016	8:00 p.m. – midnight	Clarendon, Columbia Heights, Gallery Place, U Street	605	438	10
Sunday, October 9, 2016	7:00 a.m. – noon	Anacostia, Columbia Heights, Metro Center, Southern Ave	350	578	28
Sunday, October 9, 2016	8:00 p.m. – midnight	Dupont Circle, Foggy Bottom, Silver Spring, Union Station	865	362	17
Friday, October 14, 2016	8:00 p.m. – midnight	Fort Totten, Gallery Place, U Street, Union Station	767	566	36
Saturday, October 15, 2016	7:00 – 11:00 a.m.	Anacostia, Columbia Heights, Crystal City, Southern Ave	583	304	36
Saturday, October 15, 2016	8:00 p.m. – midnight	Dupont Circle, Foggy Bottom, Metro Center, Silver Spring	1,582	499	21
Sunday, October 16, 2016	7:00 a.m. – noon	Fort Totten, Pentagon City, Rosslyn, Silver Spring	2,224	126	17
Sunday, October 16, 2016	8:00 p.m. – midnight	Columbia Heights, Gallery Place, Metro Center, National Airport	1,650	262	7
Total			10,776	4,394	314

What's happening?

Metro is working to improve safety, reliability, and to get its financial house in order. The SafeTrack program underway now is designed to restore the Metrorail system to a state of good repair, but maintaining the system will require more track access moving forward. For riders, this means the number of hours that Metrorail is open would be reduced so that more preventive maintenance work, quality control, and inspections can be conducted when trains aren't running.

Before SafeTrack started in June 2016, Metro was closed for just 33 hours each week, providing little time for maintenance and inspections. Compared to 1998 when the Metrorail system had 12 fewer stations and trains operated with just two to four rail cars, there were 44 hours per week for maintenance. That's 25% less track time for a system that's considerably larger today.

We know that adjusting the hours of operation will impact many riders, and we want to hear from you. Four proposals have been developed for your review. Each proposal provides Metro with an additional eight hours of track access each week, with the proposals designed to impact the fewest customers possible.

¿Qué está pasando?

Metro está trabajando para mejorar la seguridad, la fiabilidad y para mantener sus finanzas en orden. El programa SafeTrack que está ahora en marcha está diseñado para restaurar el sistema de Metrorail a un buen estado, pero mantenerlo requerirá más acceso a las vías de los trenes en adelante. Para los usuarios, esto significa que el número de horas que el Metrorail está abierto se reducirá para poder realizar más trabajos de mantenimiento preventivo, control de calidad e inspecciones cuando los trenes no están funcionando.

Antes de que SafeTrack comenzara en junio de 2016, Metro estaba cerrado por tan solo 33 horas a la semana, proporcionando poco tiempo para el mantenimiento y las inspecciones. En comparación con 1998, cuando el sistema del Metrorail tenía 12 estaciones menos y los trenes funcionaban con solo dos a cuatro vagones de ferrocarril, había 44 horas por semana para el mantenimiento. Eso es un 25% menos de tiempo de trabajo en las vías para un sistema que es considerablemente más grande hoy en día.

Sabemos que el ajuste de las horas de operación tendrá un impacto en muchos usuarios, y queremos que nos lo digan. Se han desarrollado cuatro propuestas para su revisión. Cada propuesta proporciona a Metro ocho horas adicionales de acceso a las vías cada semana, reduciendo las interrupciones de servicio al menor número posible de usuarios.

Proposed New Metrorail Hours of Operation

Propuestas de nuevas horas de operación del Metrorail

	PROPOSAL #1 PROPUESTA #1	PROPOSAL #2 PROPUESTA #2	PROPOSAL #3 PROPUESTA #3	PROPOSAL #4 PROPUESTA #4
Mon-Thu Lunes-Jueves	5:00 a.m. – midnight medianoche	5:00 a.m. – 11:30 p.m.	5:00 a.m. – 11:30 p.m.	5:00 a.m. – 11:30 p.m.
Fri Viernes	5:00 a.m. – midnight medianoche	5:00 a.m. – midnight medianoche	5:00 a.m. – 11:30 p.m.	5:00 a.m. – 11:30 p.m.
Sat Sábado	7:00 a.m. – midnight medianoche	7:00 a.m. – midnight medianoche	7:00 a.m. – 11:30 p.m.	7:00 a.m. – 11:30 p.m.
Sun Domingo	7:00 a.m. – 10:00 p.m.	7:00 a.m. – 11:30 p.m.	7:00 a.m. – 11:30 p.m.	7:00 a.m. – 11:30 p.m.



Would you take the bus?

Metro has also proposed supplemental bus service alternatives when the rail system is closed for the day. A preview of this bus service network can be found at www.metrobus.com/hours.

We will explore partnerships that encourage Metro customers.

¿Tomaría el autobús?

Metro también ha propuesto un servicio de autobuses alternativo cuando el sistema de ferrocarril está cerrado por un día. Una vista previa de esta red de servicios de autobuses puede encontrarse en www.metrobus.com/hours.

Vamos a explorar alianzas que animen a los usuarios de Metro.



Help us find the time.
Ayúdenos a encontrar el tiempo.
Metro wants your feedback about adjusting Metrorail's Hours of Operation.
Metro desea conocer su opinión sobre el ajuste de las horas de operación del Metrorail.



Give us your input about these proposals by 5:00 p.m. on Tuesday, October 25, 2016.

Take an online survey at www.metrobus.com/hours.

Send an email and provide written comments to writtenfeedback@wmata.com.

Provide feedback to staff in person at various Metrorail stations. Dates, times and locations are listed at www.metrobus.com/hours.

Attend an open house (anytime between noon and 9:00 p.m.) and public hearing (anytime between 12:30 and 10:00 p.m.) at Metro Headquarters, 600 5th St NW, Washington DC on Thursday, October 20, 2016.

Public feedback will be provided to Metro's Board of Directors in December 2016 as part of the final decision process.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. If you require special accommodations under the Americans with Disabilities Act or transition services (free of charge), contact the project team at 202-680-2011 (TTY: 202-680-2033) at least 48 hours prior to the public hearing date.

Find out more about these proposals, including details about the work that gets done when the Metrorail system is closed, at www.metrobus.com/hours.

Brochure, English/Spanish

Language Line info in Amharic, Chinese, French, Korean, and Vietnamese

Help us find the time.

Metro wants your feedback about adjusting Metrorail's Hours of Operation.

Return this survey to Metro staff or complete the survey online at www.metrobus.com/hours.

1. In the past week, did you use Metrorail or Metrobus during the following time periods?

	Yes	No	Can't remember
Between 5 am and 9 am on weekends	☐	☐	☐
Between 10 pm and midnight	☐	☐	☐
After midnight (Metrobus Only)	☐	☐	☐

2. The goal of the proposal is to increase maintenance hours for Metrorail by 8 hours each week. The following are four possible ways Metro could change service hours to get the additional 8 hours. Which of the following proposals would you most prefer based on the way you currently use Metro during the week? (Please select only one proposal.)

- ☐ Proposal 1: Close Metrorail at midnight on Fridays and Saturdays and on Sunday at 10 pm
- ☐ Proposal 2: Close Metrorail at midnight on Fridays and Saturdays and at 11:30 pm Sunday through Thursday
- ☐ Proposal 3: Close Metrorail at 1 am on Fridays and Saturdays, open at 8 am and close at 11 pm on Sundays, and close at 11:30 pm Monday through Thursday
- ☐ Proposal 4: Open Metrorail at 9 am on Saturdays and open at noon and close at 11 pm on Sundays

3. Thinking about the proposal you selected in Question 2, tell us how you would most likely make your trips when Metrorail is not operating during those 8 hours. (Please select only one.)

Would you most likely...

- ☐ Use Metrobus
- ☐ Not make the trips at all
- ☐ Make the trips at a different time
- ☐ Drive your car or ride with someone you know
- ☐ Walk
- ☐ Use Taxi/Uber/Lyft services
- ☐ Ride Bicycle/Capitol Bikeshare
- ☐ Some other way (please specify) _____

4. If there were a Metrobus option that served your trip needs when Metrorail was not operating during those 8 hours, would you consider taking it?

- ☐ Yes
- ☐ No

5. We have to make sure we talk to all types of customers. The following questions are for reporting purposes only.

4. Which one of the following best describes your race?

- ☐ White/Caucasian
- ☐ Black/African American
- ☐ Hispanic/Latino
- ☐ Asian
- ☐ Pacific Islander
- ☐ Native American
- ☐ Prefer not to answer

5. Which of the following ranges contains your annual household income (before taxes)?

- ☐ Less than \$30,000
- ☐ \$30,000 or more
- ☐ Prefer not to answer

No matter which way Metrorail operating hours change, Metro is going to provide some options to help you make your trips when Metrorail is not operating during those 8 hours. You can find more information at www.metrobus.com/hours.

Thank you for taking the time to complete this survey. If you want to stay involved in Metro engagement efforts, join Amplify by going to www.amplifybymetro.com.

Ayúdenos a encontrar el tiempo.

Metro desea conocer su opinión sobre el ajuste de las horas de operación del Metrorail.

Regrese esta encuesta al personal de Metro o complete la encuesta en nuestra página web en www.metrobus.com/hours.

1. En la semana pasada, ¿usó el Metrorail o Metrobus en los siguientes períodos?

	Si	No	No recuerdo
Entre las 5 am y las 9 am los fines de semana	☐	☐	☐
Entre las 10 pm y medianoche	☐	☐	☐
Después de medianoche (solo Metrobus)	☐	☐	☐

2. El objetivo de la propuesta es aumentar las horas de operación del Metrorail en 8 horas cada semana. Las siguientes son cuatro maneras posibles de lograr las 8 horas adicionales. ¿Cuál de las siguientes propuestas de horas de servicio le gusta más basándose en la forma en que usa el Metro durante la semana? (Por favor seleccione solo una.)

- ☐ Propuesta 1: Cerrar el Metrorail a medianoche los viernes y sábados y a las 10 p.m. los domingos y días festivos.
- ☐ Propuesta 2: Cerrar el Metrorail a medianoche los viernes y sábados y a las 11:30 p.m. los domingos y días festivos.
- ☐ Propuesta 3: Cerrar el Metrorail a las 1 a.m. los viernes y sábados, abrir a las 8 a.m. los domingos y días festivos, y cerrar a las 11 p.m. los días festivos.
- ☐ Propuesta 4: Abrir el Metrorail a las 9 a.m. los sábados y días festivos y cerrar a las 11 p.m. los días festivos.

3. Si hubiera una opción de Metrobus que sirviera sus necesidades de viaje cuando el Metrorail no estuviera funcionando durante esas 8 horas, ¿consideraría tomarla?

- ☐ Si
- ☐ No

4. Queremos asegurarnos de que hablamos con todo tipo de usuarios. Las siguientes preguntas son solo para propósitos de información.

4. ¿Cuál de las siguientes opciones describe mejor su raza? Por favor seleccione todas las respuestas válidas.

- ☐ Blanco/Caucásico
- ☐ Negro/Afroamericano
- ☐ Hispano/Latino
- ☐ Asiático/Isleño del Pacífico
- ☐ Indígena Estadounidense
- ☐ Prefero no responder
- ☐ Otra raza _____

5. ¿Cuál de los siguientes intervalos contiene su ingreso familiar anual (antes de impuestos)?

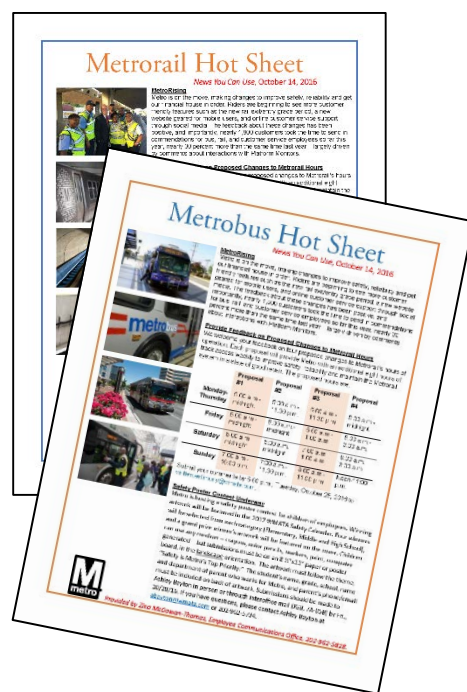
- ☐ Menos de \$30,000
- ☐ \$30,000 o más
- ☐ Prefiero no responder

Paper survey, English/Spanish

Stakeholder Communication

Local stakeholders helped spread the word and encouraged feedback from their constituents about the proposed changes of Metrorail hours.

- Metro's Accessibility Advisory Committee (AAC) held robust discussions on the proposed adjustments to Metrorail's operating hours during both the October AAC meeting and the October 2016 Bus and Rail Subcommittee meeting. Both discussions involved public comment, and the AAC meeting included the participation of Jack Evans, Metro Board Chair.
- The Office of External Relations notified their 2,900+ stakeholder list, which includes places of worship, event venues, business improvement districts, residences and apartments, schools, shopping areas and more. The list also included more than 300 Community Based Organizations (CBOs).
- Metro's Community Based Organization (CBO) Committee was also notified by the Office of Fair Practice and Diversity and provided pdf fliers in Amharic, Chinese, French, Korean, Spanish, and Vietnamese with 167 paper surveys collected from local CBOs.
- The Office of Bus Planning gave presentations about available Metrobus service and proposed bus mitigation to changes in Metrorail operating hours to the Metro's Riders' Advisory Council, Arlington County Transit Advisory Committee and the Metropolitan Washington Council of Governments-Transportation Planning Board Regional Transit Providers Subcommittee.
- Employees were notified of the proposals through the General Manager's weekly email message and the Metrobus and Metrorail "hot sheets" that are shared with the operation divisions.
- Amplify members were asked to weigh in on the proposed adjustments. Amplify is a community of 3,500 customers who provide on-going feedback to WMATA for immediate decision making.
- The Office of Government Relations provided extensive information on the Metrorail Operating Hours proposals to local, state jurisdictional and Congressional staff. Staff addressed follow up questions to the plan to ensure elected officials and their staff had a thorough understanding of the options.

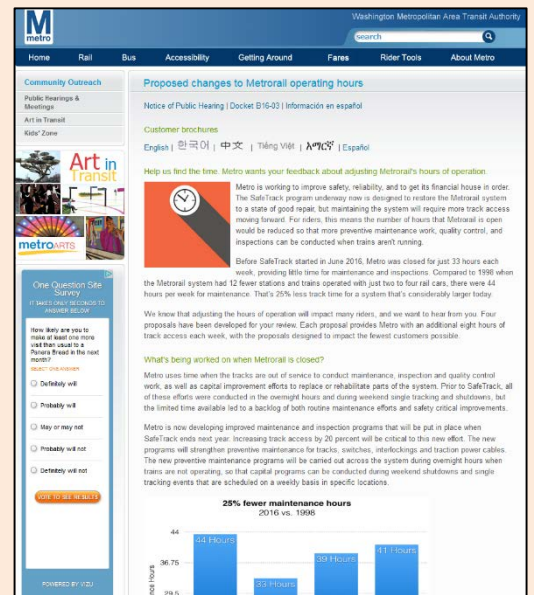




Targeted Marketing & Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal, with special attention given to the Spanish media.

- The creation of the webpage wmata.com/hours informed customers about the proposal and how customers could provide information, including the survey link and outreach locations. The page was also professionally translated into Spanish, and contained pdf fliers in Amharic, Chinese, Korean, and Vietnamese.
- Legal notices were placed in the Washington Post on Saturday, October 1, 2016, and Saturday, October 8, 2016, notifying the public of the opportunities to provide public comment.
- Advertisements in newspapers throughout the region, including ethnic media in multiple languages:
 - The Express* (English)
 - The Afro* (English)
 - El Tiempo Latino* (Spanish)
 - Washington Hispanic* (Spanish)
 - Korean Times* (Korean)
 - Epoch Times* (Chinese)
 - Atref* (Amharic)
 - Doi Nay* (Vietnamese)
- English and Spanish signs posted in Metrorail stations, Bus Information Centers on Metrobus, and MetroAccess vehicles.
- Copies of the English and Spanish flier and notices were sent to all jurisdictional libraries.
- A press release was published on Tuesday, October 4.
- There was a large amount of media coverage about the change in Metrorail hours, from when the General Manager first announced the consideration through the end of the public comment period. There were more than 35 stories in print publications, 19 on radio, 9 online-only publications, and 33 on TV, including Spanish-language TV and print.
- Social media (Facebook, Twitter) was used to post information about the proposals and an advisory was sent to riders.





Open House & Public Hearing

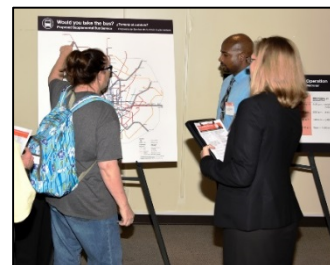
For the first time ever, Metro held an open house and public hearing that spanned more than nine hours on Thursday, October 20 at WMATA Headquarters, 600 5th St NW, Washington DC. The open house ran from noon until 9:00 p.m., and the public hearing began at 12:30 p.m. and ended at 10:00 p.m. This new format took into consideration those that worked non-traditional hours and may be largely impacted by these proposals and unable to attend a standard evening-only public hearing.

The open house provided the opportunity for attendees to speak one-on-one with staff members about the proposals, and comprised of five different sections:

- **Informational Video:** This 3-minute video ran every 10 minutes in English & Spanish with closed captioning. Seating was provided.
- **Metrorail Track Maintenance:** This area, staffed by rail/track maintenance managers, presented a show & tell of the different equipment that needs to be maintained
- **Metrobus Alternatives:** This area, staffed by Bus Planning, showcased possible supplemental bus service during the proposed cut hours.
- **Survey Feedback Area:** This area allowed attendees to take a survey about the proposals and answer a few additional questions about their experience at the open house.
- **Customer Service:** This area was staffed by Customer Service to answer other Metro-related questions.

The public hearing followed WMATA's standard public hearing procedures. Copies of the presentation were available in English and Spanish. Multiple members of the WMATA Board of Directors participated, including Jack Evans, Michael Goldman, Catherine Hudgins, Malcolm Augustine, Tom Bulger, Leif Dormsjo, Christian Dorsey, Robert Lauby and Kathryn Porter. Additional, members of WMATA's Executive Management Team participated throughout the hearing.

Signage throughout the open house and public hearing was in English and Spanish, and Spanish-speaking staff was available throughout both events. WMATA headquarters is ADA accessible and conveniently located next to Gallery Place and Judiciary Sq Metrorail stations.



Open House Number of Attendees	Public Hearing Number of Speakers
53	63

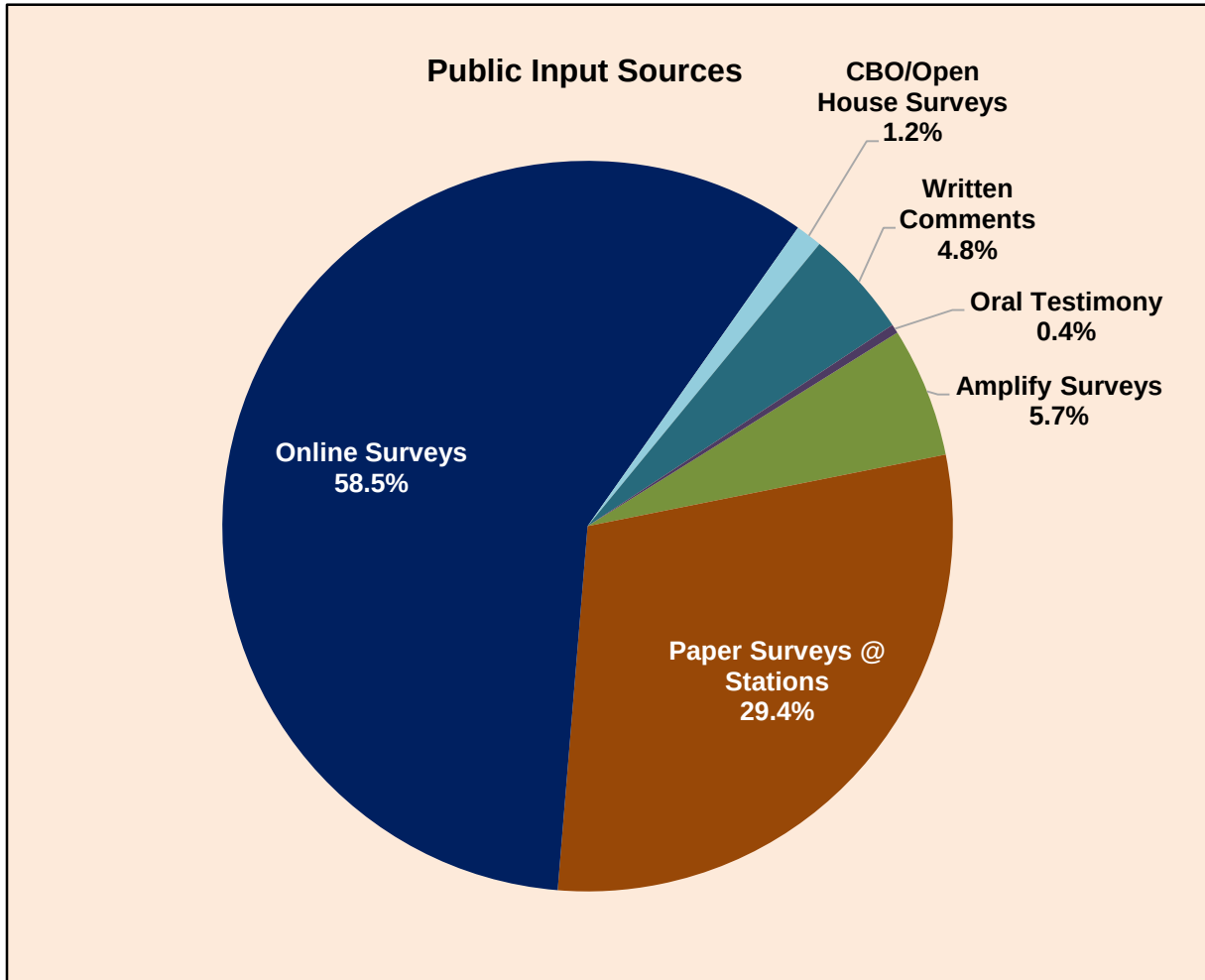
The oral testimony given at the public hearing accounted for only 0.04% of all feedback collected during the public comment period.

Out of the 53 open house attendees, 21 provided feedback on the event. Of those 21, 90% said the location for the public hearing and time of day was excellent or very good, 76% said the information given was excellent or very good, and every person was satisfied or very satisfied with their opportunity to provide feedback.

PUBLIC INPUT RESULTS

Metro collected **15,990** comments through the survey, writtentestimony@wmata.com and public hearing during the public comment period from Saturday, October 1 through 5:00 p.m. Tuesday, October 25, 2016.

94.8% of the comments received came in using the survey tool, either online or in person (paper). 58.5% of comments were provided via the online survey tool, either by the public opting to go online and take the survey or from emails sent out to stakeholders.



Feedback Type	Qty
Amplify Surveys	919
Paper Surveys @ Stations	4,708
Online Surveys	9,348
CBO/Open House Surveys	188
Written Comments	762
Oral Testimony	65
<i>n=</i>	15,990

Survey Results

Throughout several outreach channels that were utilized to best capture the diversity of Metro's customer base, a standard survey was used.

Amplify, WMATA's customer community, was the first group surveyed to understand the initial reaction to proposals (n=919). Additional outreach consisted of an online survey (n=9,348), paper survey at in-station outreach (n=4,708), and surveys completed by Community Based Organizations and attendees at the Open House (n=188). In total, 15,163 surveys were submitted. This outreach effort eclipsed outreach for the initial naming of Silver Line Phase 1 station naming (~13,500 completed surveys). The following analyzes the data for insights to assist in decision making.

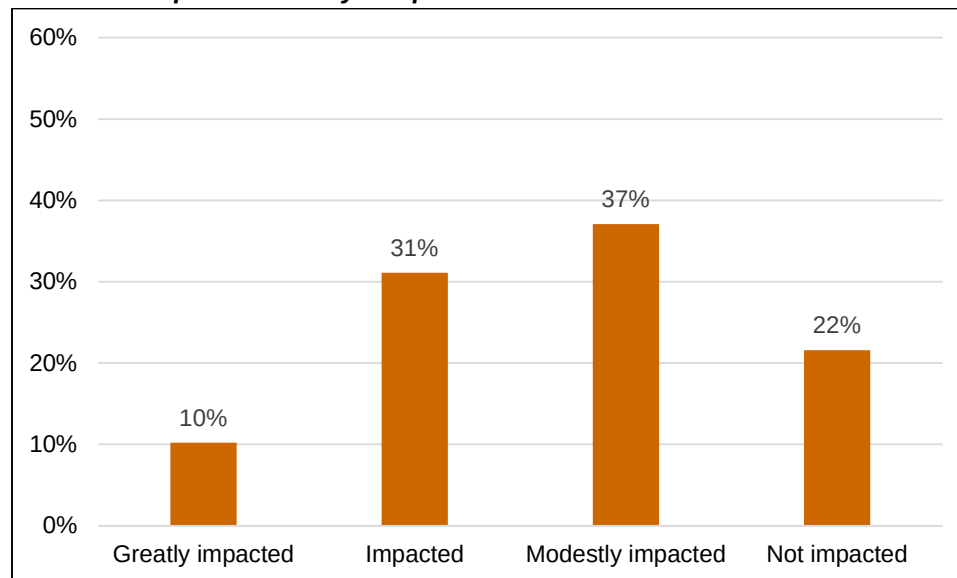
Impacted Customers

Metrorail Operating Hours proposals impacted several periods of service:

- Early weekend mornings—5:00-9:00 a.m. on Saturdays and Sundays
- Late evening—Between 10:00 p.m. and midnight
- After midnight

To gauge the severity of customer impact, customers were asked if they traveled using Metrorail or Metrobus during each of these three periods in the last seven days. Customers traveling during each of the three periods were considered “greatly impacted” by the proposals; customers traveling 2 of 3 periods were considered “impacted”; customers traveling during one period were considered “modestly impacted” and customers with no periods at all were considered “not impacted”. (SEE CHART 1)

CHART 1: Impacted Survey Respondents



The majority of customers were modestly (37%) or not at all impacted (22%) by the Metrorail Operating Hours proposals. Ten percent of customers would be greatly impacted and another third (31%) would be impacted by one of the Metrorail Operating Hours proposals based on the periods they use the service.

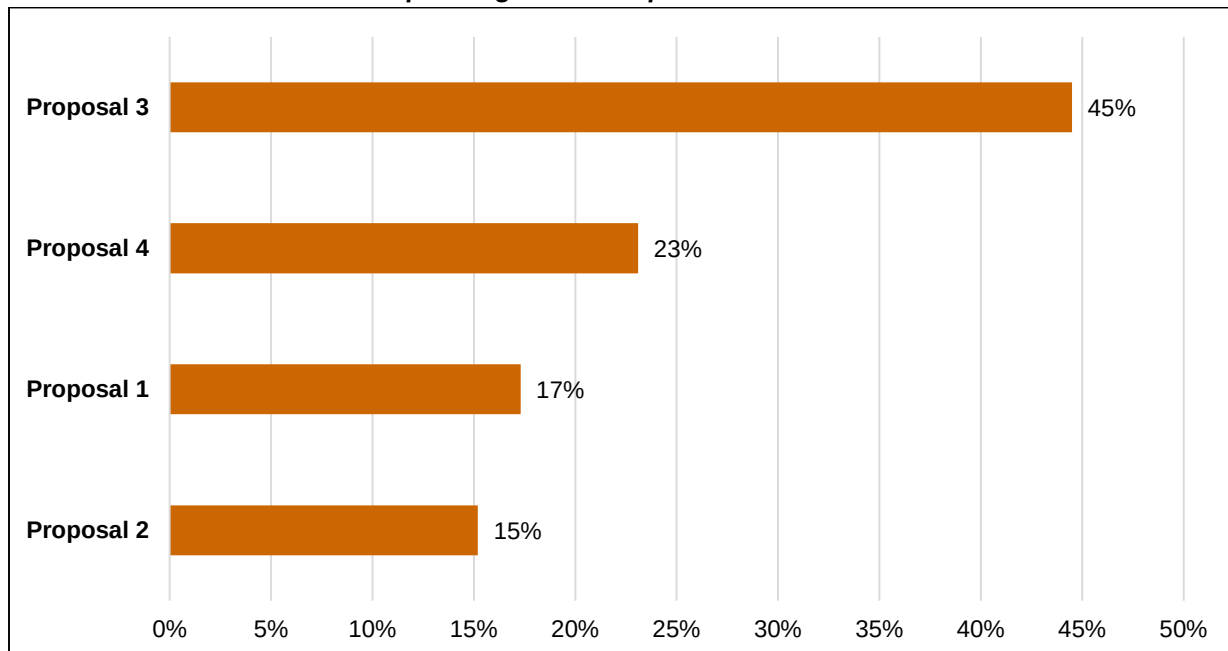
Metrorail Operating Hours Proposals

Four Metrorail Operating Hours proposals were submitted to the public for consideration.

- Proposal 1: Close Metrorail at midnight on Fridays and Saturdays and on Sunday at 10:00 p.m.
- Proposal 2: Close Metrorail at midnight on Fridays and Saturdays and at 11:30 p.m. Sunday through Thursday
- Proposal 3: Close Metrorail at 1:00 a.m. on Fridays and Saturdays, open at 8:00 a.m. and close at 11:00 p.m. on Sundays, and close at 11:30 p.m. Monday through Thursday
- Proposal 4: Open Metrorail at 9:00 a.m. on Saturdays and open at noon and close at 11:00 p.m. on Sundays

Overwhelming, nearly twice as many customers chose Proposal 3 (45%) as their preferred approach for gaining the additional 8 hours of maintenance window needed. Chart 2 provides the percentage of customers who chose other proposals.

CHART 2: Preferred Metrorail Operating Hours Proposal

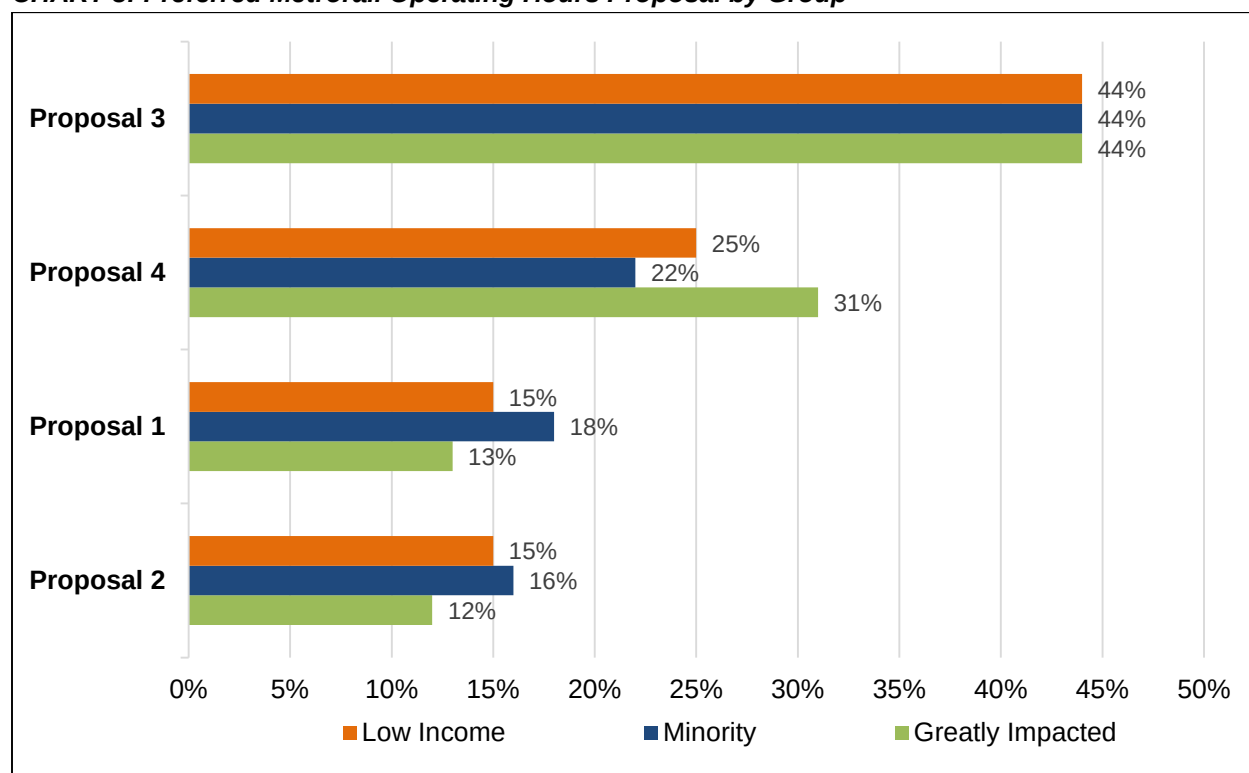


Important to consider in decision-making is which proposal various groups preferred; in particular, those greatly impacted and susceptible populations (i.e., low income and minorities). Table 1 and Chart 3 detail the proposal preferences for each group. Proposal 3 is the chosen approach for all groups in gaining the necessary 8 hour maintenance window.

TABLE 1: Preferred Metrorail Hours Proposal by Group

	Greatly Impacted	Minority	Low income
Proposal 1	13%	18%	15%
Proposal 2	12%	16%	15%
Proposal 3	44%	44%	44%
Proposal 4	31%	22%	25%
n=	1543	5667	2322

CHART 3: Preferred Metrorail Operating Hours Proposal by Group



Mode Preference During Additional Maintenance Hours

For staff to develop appropriate mitigation strategies, customers were asked how they would travel during the additional eight hours of maintenance work. Customers were first asked what they would primarily use – Metrobus, not make the trips at all or at a different time, drive, walk, use taxi/Uber/Lyft services, or ride a bicycle/Capital Bikeshare. If Metrobus was not a primary option, they were asked if they would consider bus if a bus option was available to serve their trip. To effectively determine mitigation strategies, customers were classified as follows:

- Primary Bus User—said Metrobus was their primary alternative to Metrorail closure
- Secondary Bus User—said an alternative mode was their primary alternative but would consider Metrobus
- Non-Bus User—said an alternative mode was their primary alternative but would not consider Metrobus

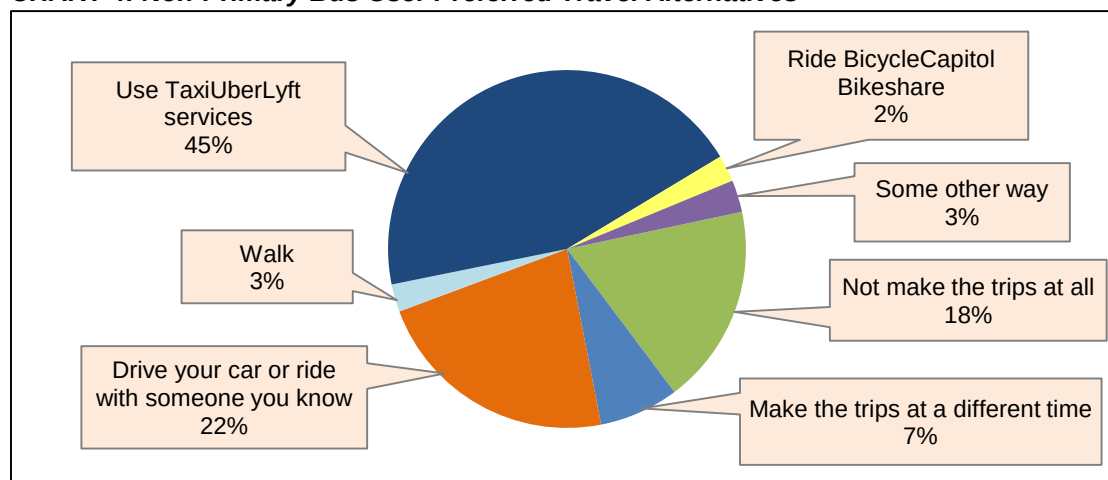
Table 2 provides an overview of each group as well as their demographic make-up. As true for other populations, all three bus customer groups prefer proposal three. The primary concern is how to mitigate undue burden to these groups during this period, particularly for those groups who chose not to use Metrobus as their primary alternative to Metrorail service.

TABLE 2: Bus User Preferences

Bus User Type	Total	Greatly Impacted	Minority	Low Income
Primary	15%	29%	23%	27%
Secondary	52%	50%	46%	51%
Non-User	33%	20%	30%	22%
<i>n=</i>	14,992	1,528	5,610	2,308

For non-primary bus users, Chart 4 provides an overview of preferred alternatives. **Overwhelming, this group of customers is opting for transportation network companies (ie. Taxi, Uber and Lyft) during these time periods (45%).** Others prefer to drive their own car or get a ride (22%) and another 25 percent won't make the trips at all or will wait until Metrorail is in service. Few customers opt for non-motorized alternatives.

CHART 4: Non-Primary Bus User Preferred Travel Alternatives

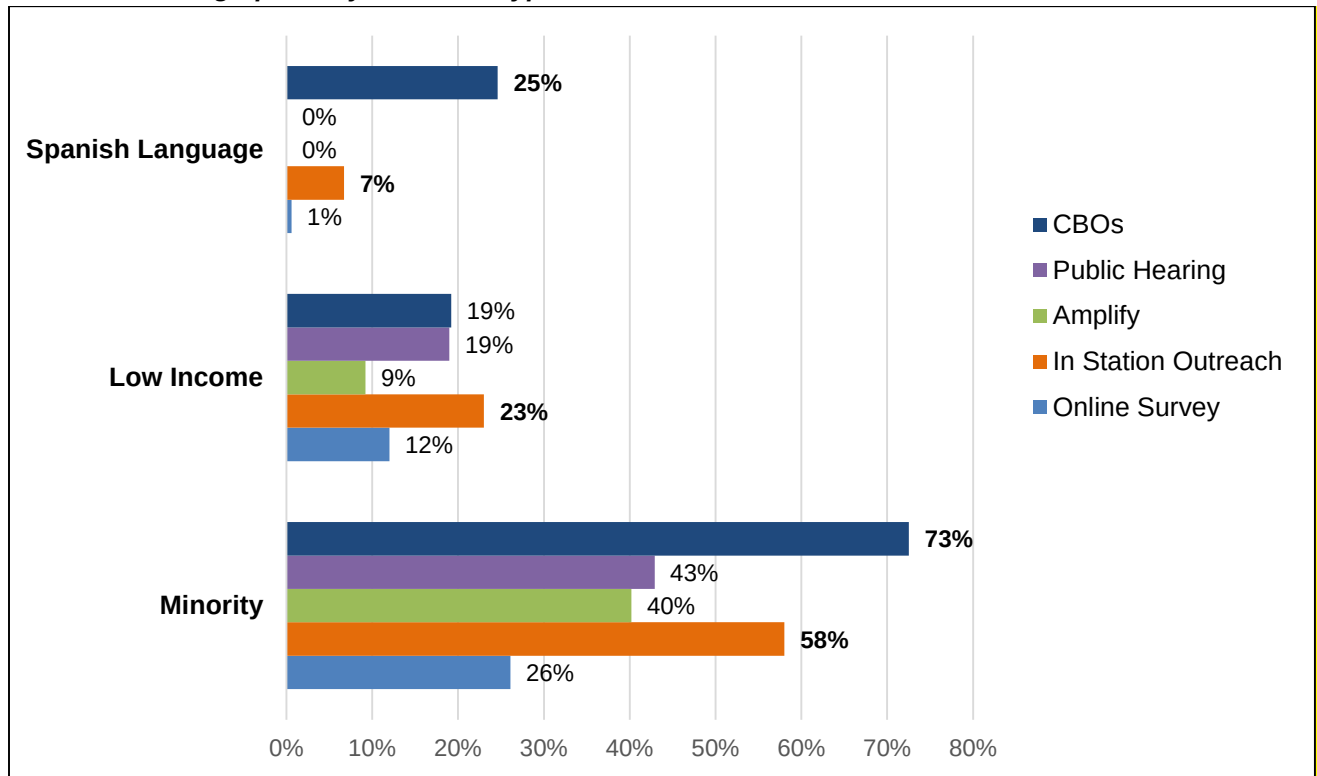


Survey Demographics

A total of 15,163 surveys were submitted on Metrorail Operating Hours proposals. Generally, Metro's rail ridership is predominately non-minority (55%) with incomes over \$30,000 (87%) based on 2016 Rail Passenger Survey data. However, these percentages vary by time of day with late and early off-peak hours, reflecting a higher percentage of low income and minorities.

Metro's strategy to collect feedback in multiple ways, in-person and online, ensured adequate participation from all impacted groups. Evidenced by Chart 5, the type of outreach influenced how successful impacted groups participated. For example, in-station outreach was crucial for not only capturing those persons traveling at affected time periods but also capturing low income and minority customers more so than any other strategy. Outreach to community based organizations accounted for most of the Spanish speakers providing feedback.

CHART 5: Demographics by Outreach Type



Charts 6-9 show the overall demographics of those who completed a survey.

CHART 6: Low Income vs Non-Low Income

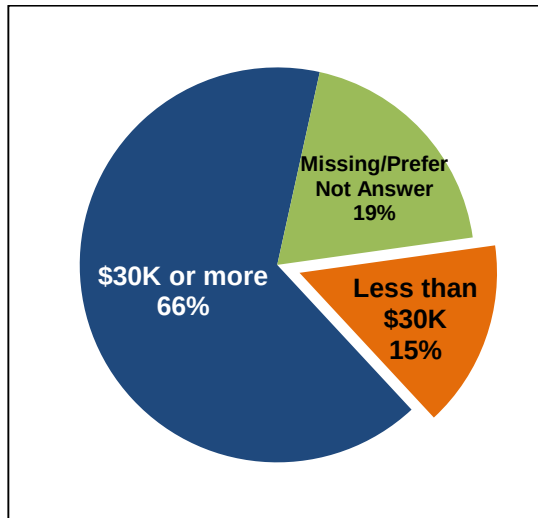


CHART 7: Minority vs Non-Minority

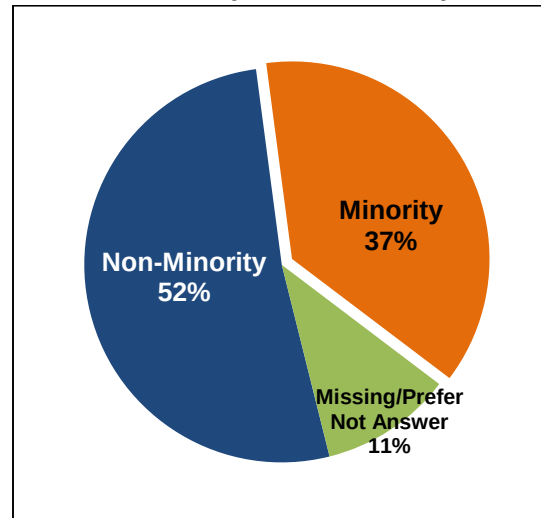


CHART 8: English vs Spanish Language

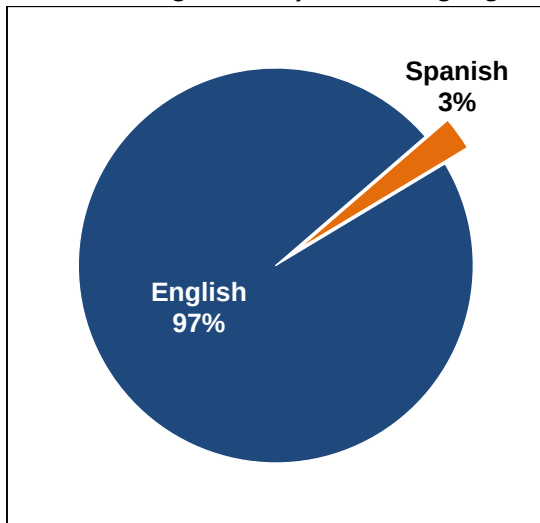
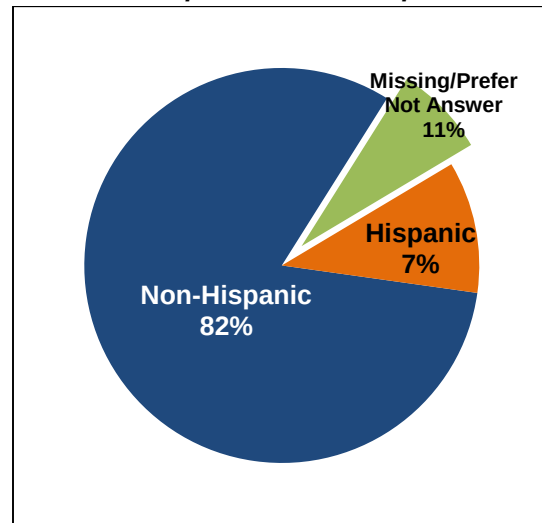
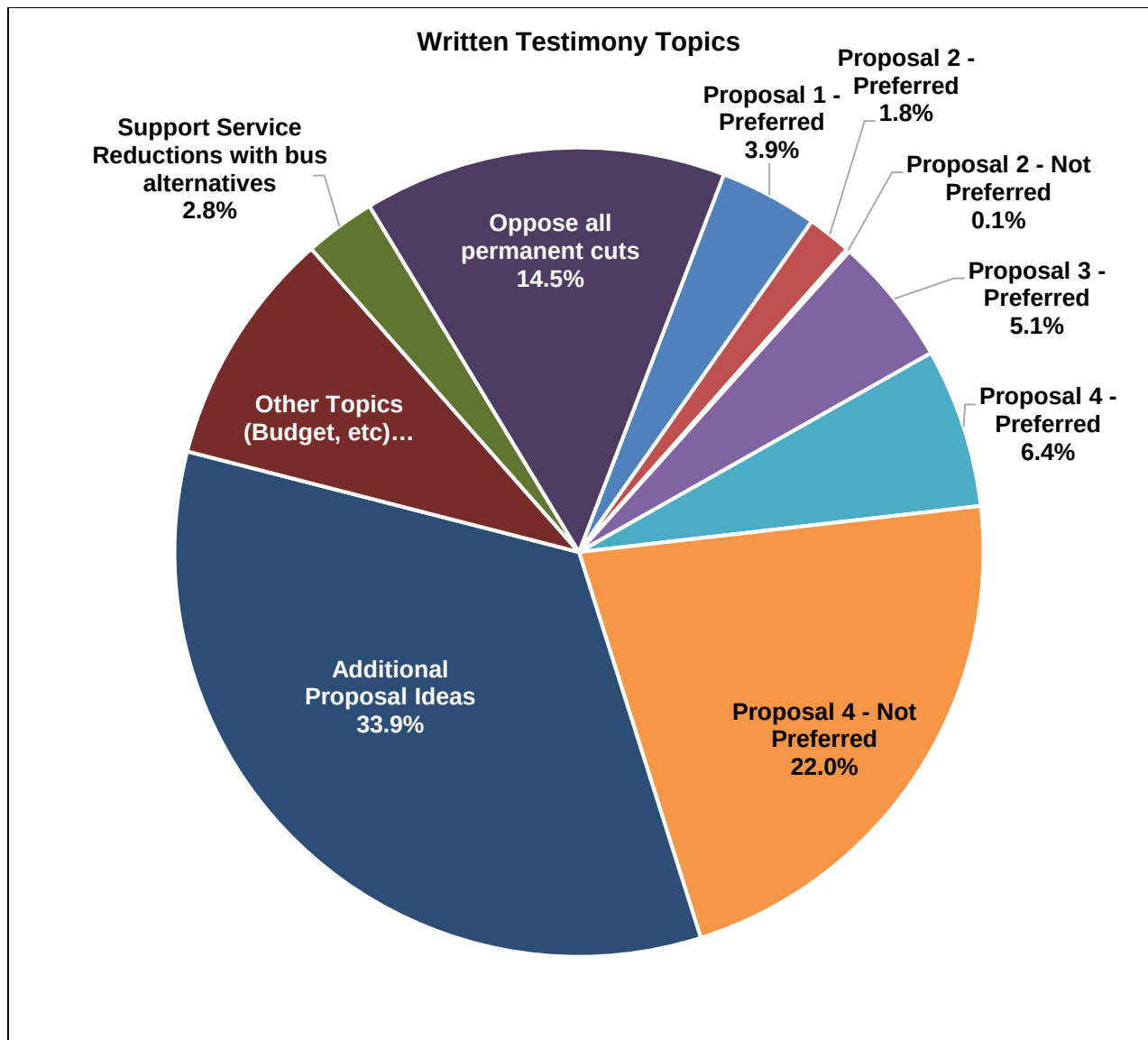


CHART 9: Hispanic vs Non-Hispanic



Written Comments

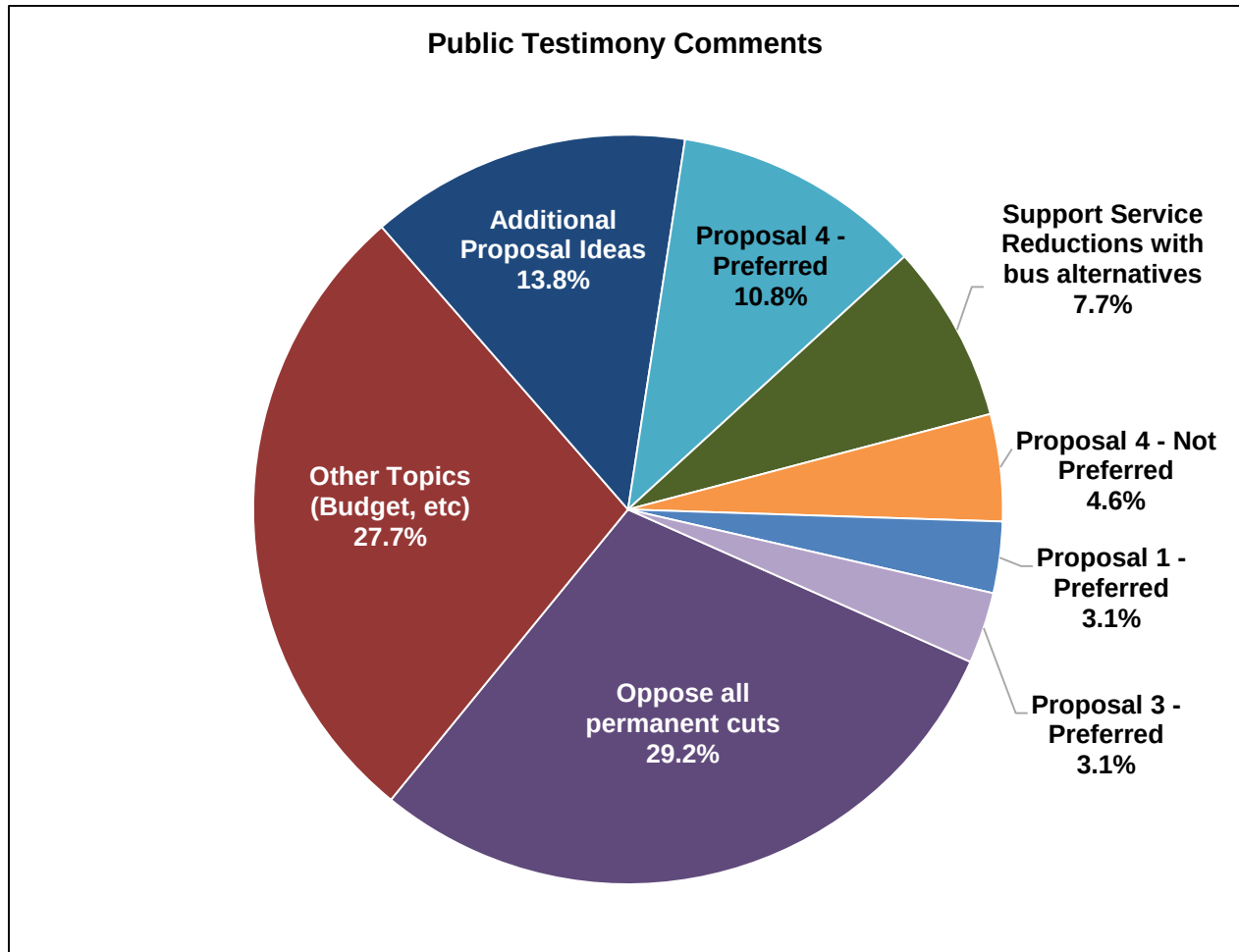
Customers had an option to email in comments about the proposals to writtentestimony@wmata.com. Metro received a total of 762 emails during the public comment period. Written testimony can be read in Appendix A. The majority of emailed comments focused on additional proposal ideas or against proposal 4. Many additional comments were received that were against all permanent cuts and about other topics, like budget.



Appendix A: please note that all emails were copied and pasted into a similar format, so some formatting and attachment details may have transferred improperly. Personal contact information has been deleted from this version. Repeated emails from the same sender were also omitted.

Public Hearing Oral Testimony

65 people gave public testimony during the 9 ½ hour Public Hearing on Thursday, October 20. Many speakers spoke about their opposition to all permanent service cuts, other Metro-related topics and additional service proposal ideas. Public testimony can be read in Appendix B.



Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board,

At a regularly scheduled and properly noticed public meeting on October 17, 2016 with a quorum being present, a quorum being 4 Commissioners, Advisory Neighborhood Commission (ANC) 6D voted 7-0-0 to send this letter in opposition to all of WMATA's proposals for shortening Metro service hours.

ANC 6D, which includes the Southwest Waterfront, Navy Yard/Capitol Riverfront, and Buzzard Point areas of Washington, DC, has experienced and continues to experience development as great as any in the metropolitan area and perhaps in the nation. We have a Major League Baseball stadium and a planned Major League Soccer stadium. The Wharf development includes plans for a 6000-seat concert venue and over 2000 restaurant seats. There are thousands of housing units in the development pipeline, three museums under construction (Museum of the Bible, Spy Museum, Rubell Museum at the Randall School), Arena Stage, and numerous federal agencies and private businesses. This is not meant to be a full listing of reasons why people live in or visit our community, but highlights how busy the area is and why public transportation is so important to us.

Our neighborhood needs mass transit seven days a week, from early in the morning to late at night. Metro is necessary to transport thousands of Nationals fans and workers to and from the stadium: buses cannot accommodate such a large number of passengers. Nationals games are also unpredictable in length and at times go into extra innings or have rain delays that cause them to run quite late. The Metro also helps people in our community get to work and helps people come to work in our community, even if they are employed outside of the normal 9-5 schedule.

We know as well as any community the risks of Metro's long history of improper maintenance and inadequate operations. Carol Glover died from smoke inhalation at the L'Enfant Plaza metro station, and an arcing insulator sent a spray of fire onto the Federal Center Southwest platform. Both stations are in ANC 6D.

But WMATA's proposals to reduce the Metro system's operating hours are all unsatisfactory. Closing the Metro at midnight on weekends leaves people without adequate transportation when they go to bars, restaurants, and entertainment options. They will be more likely to drive drunk, to increase traffic, or to not go out and support our businesses at all. Closing early on Sundays is difficult for people who want to travel to or from our neighborhoods. And opening at noon on Sunday would harm people who travel for work, church, brunch, grocery shopping, Nationals games (which often begin at 1:05 pm or earlier on Sundays), or any number of other reasons.

We are especially appalled that WMATA would suggest such a degradation of service for two reasons. First, WMATA has already reduced service to our neighborhood. Ending the 70/71 at Archives and replacing it with the substantially less useful 74 bus was a difficult blow to our neighborhood. WMATA also discontinued the V7 and V8 bus routes west of the Navy Yard metro. Cutting off the 54 bus before it reached L'Enfant Plaza and changing service on the 30s line have also hurt our community; when combined with DDOT's continued failure to serve the Southwest side of our community with the promised Circulator service and the continued and planned development in the area, we are already underserved by transit. Reducing Metro service would compound these problems.

Second, we have read with alarm several Federal Transit Administration oversight reports about WMATA. They include many situations where WMATA maintenance workers were delayed in their ability to access tracks, or when they lacked the materials, scheduling, training, expertise, and supervision to perform work in an adequate and efficient manner. We believe that if WMATA improved its maintenance procedures, there would not be such a need for system closures. Until those improvements occur, we cannot support a shortening of Metro's operating hours.

Sincerely,
Andy Litsky
Chairman, ANC 6D
Southwest, Navy Yard & Buzzard Point

Dear WMATA Board members,

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Daniel O'Maley

Dear Sir or Madam,

Opening the metro at noon on Sundays is a really bad idea. Do you know how many people use metro early on Sundays to go to work or church? You treat metro as if it is only used Mon-Fri for people who work 9-5 but you are completely out of touch with people's reality. With measures like those you are proposing you would hurt people who can't afford cars, who are the ones who usually have jobs at the wee hours and need metro, and those who want to go to church by metro on Sunday mornings and don't have a car or can't afford uber/taxi.

Thank you for your consideration, Carolina Gonzalez

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Rory Lamond

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. Too many people working service jobs, many of them low-income, depend on the Metro to get home at 1 or 2 AM on weekends. If these cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system. If maintenance work needs to be done on the red line between Shady Grove and Bethesda, for example, why not just shut down that section at midnight on weekends instead of shutting down the entire system?

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a one-year extension of late-night service cuts, but only if WMATA provides more information on why such a drastic cutback is necessary. Thank you, Michael Smith
Dear WMATA Board members, I am willing to support a limited one-year extension of late-night service cuts with conditions, you are going to have a hard time winning riders back from Uber, Lyft. Denise Curry
Dear WMATA Board members, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board: 1. The extension is only for 12 months and must be revisited at the end of that time 2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed. 3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed. 4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders. Thank you, Susan Stein
Hello, I also completed the survey but wanted to submit written comments as I will be unable to attend the public meeting. First, I believe that Metrobus and Metrorail is a vital service provided to DC, MD and VA. As an environmentalist, access to efficient public transportation should be a ultimate priority of every major city to combat climate change. Second, the only way to effectively move people in urban areas is on trains. A train will always be able to hold more people than a car. I have lived and visited vastly more populated cities than DC (Hong Kong, Taiwan, Beijing, Manilla) and the only way to effectively tackle traffic and congestion is to pull cars off the road and put people on trains. Finally, I write these comments as someone who does not own a car and does not believe that cars should provide the primary point of transportation. I also am a full time grad student who works part-time to pay my living expenses. I use Metro (bus and rail) as my primary system of transport and do not believe that "hopping into an Uber" is a viable alternative to Metro because Uber/Lyft/Taxi is cost prohibitive as a regular alternative to Metro. Given these facts, I support Proposal #3 because Metro needs to operate later than midnight; not for the people going out but for the people working late night shifts at restaurants, movie theaters, etc. For these people, it is unreasonable to ask them always to take a taxi/uber/lyft home and spend the equivalent of one hours pay (\$11.50) to get home on a regular basis. Conversely, Metro cannot open at 10 AM on Sundays; again for people who are still working on Sunday mornings but also for those of us who use Metro to get to church, or the grocery or the library. Metro needs to accommodate a variety of needs, and Proposal #3 does that best by extending hours some days and opening early enough on the weekends. In comparison to the other proposals, I think that opening at 7 AM and staying open until 1 AM, rather than opening at 5 AM accommodates the greatest number of needs on a regular basis. Metro should not operate as a system only to move people from the suburbs into the city. Metro should first and foremost serve the residents of the city who use it as a primary transportation system. Metro should not expect that everyone can just hop into a car if the system shuts down.

Appendix A - Metrorail Operating Hours Written Testimony

Best,
Katelyn Davis
American University
Washington College of Law
J.D. Candidate 2018

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions as described by the Coalition for Smarter Growth. However, why can't Metro conduct repairs late week nights, after the system is closed. This city needs to be able to conduct national events, hosting millions of visitors from around the globe. It ought to be a model system. Not a third world system where trains derail on a routine basis. Get folks from NYC to help restore the system and get routine maintenance up to par once the Safe Track initiative ends. Please do not build new construction until Metro is able to maintain the current system. You don't buy a pool when your house is not maintained. Use common sense folks. My only reason for moving into DC was because I have mobility issues and vision loss, barring me from driving and fighting to catch buses to the burbs. After twelve years, my top reason for leaving the area is the Metro Maintenance Mess. Why continue to be pushed and shoved around on platforms and trains, when I can move to a smaller city that has managed its small system well. Heck, even buses in remote rural areas are better than Metro.

Deb Cotter

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Ben
Benjamin Preis

Dear WMATA Board members,

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Appendix A - Metrorail Operating Hours Written Testimony

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Thank you,

Taylor Williamson

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Thank you, Nina Koltnow

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Thank you, Allen Irwin

Dear WMATA Board members,

CAN YOU HIRE MORE FOR THE CREWS AND FINISH THE WORK MORE QUICKLY?

Appendix A - Metrorail Operating Hours Written Testimony

SOUNDS LIKE IT WOULD RESULT IN THE SAME COST. METRO IS LOSING RIDERSHIP AND THAT'S A SHAME, YOU NEED TO RE-BUILD THE LOYALTY YOU ONCE HAD AND WILL AGAIN DESERVE. WE HAVE AN AMAZING SYSTEM!

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, F. M.

Dear WMATA Board members,

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Thank you, Jose Ayala

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Appendix A - Metrorail Operating Hours Written Testimony

4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Late night service is a safety issue for customers of the entertainment industry. It is a safety and income issue for late night workers, many of whom are low income. Perhaps there should be a surcharge for late night operation at least to bring the charge to the rush hour level. Another possibility is a small tax on gross receipts on items subject to the alcoholic beverage tax for on site consumption.

Thank you, Sonia Conly

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Jacob Goodman

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Thank you, Ashley Smith

Dear WMATA Board members,

I live in Kingman Park and use the Stadium-Armory stop to ride the Metro every weekday. I am sincerely concerned about the possible closure of my station and the stations beyond it that serve primarily black neighborhoods east of the river and in P.G. County. I will not accept any closure of these stations beyond the standard SafeTrack closures that all communities have had to adapt to.

Appendix A - Metrorail Operating Hours Written Testimony

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Thank you, Julia Butner

1. Provide a bus /rail unified fare based on the same entry/exit stations for rail only. You could be required to tap before boarding or at the bus fare box and at the bus fare box when leaving the bus. If a customer is going off the rail system base the fare on the closet rail station plus the proper surcharge if any. If within the beltway have a single fare for bus based on the lowest off peak rail fare.

2. Based on NYCT's Fastrack program, shut down sections of line during the midday, after 8 pm (except for major special events which remain midnight) and most weekends except major special events with free shuttle bus service.

3. Where possible reroute trains to bypass a section such as bypassing the bridge or using the bridge for the blue and yellow

4. Where a station has multiple lines run the longest line with the others as a shuttle to/from the station where the line is the only service such as where the blue splits from the Orange and silver

My name is Peggy Darlington. I am a retired Station Agent for NYCT. (A non managerial and non supervisory equivalent of your Station Managers.) . I worked overnight hours and managed multiple simultaneous reroutes with no difficulty as did my customers. I educated my customers to find as many options from Point A to point B as possible and to try each option both ways so they can try an alternate if their customary route has an issue. Many returned to thank me. NYCT has faced the same issues as WMATA and their Fastrack program is reducing the backlog of repairs. I might add NYCT runs 24/7/365.I am NOT suggesting 24/7 service on WMATA.

About FASTRACK

FASTRACK is a subway maintenance, cleaning, and repair program that shuts down segments of a subway line for several hours over consecutive weeknights, allowing our employees to perform a number of critical maintenance jobs. The line shutdown approach has proven successful in that, under normal conditions in our 24/7 system, the scope and breadth of this important work would be impossible to accomplish with customers and trains moving through work areas. Thus far, since FASTRACK began in 2012, the results have had a positive impact on service with a reduction in train delays and a decrease in the number of track fires, while realizing cost efficiencies and a lower accident rate for employees.

FASTRACK tasks typically include:

- Track – remove debris and repair or replace tie blocks and running rails.
- Third Rail Operations – clean and remove debris from under and around the third rail.
- Signals – perform general maintenance on signals and switches and replace dispatcher holding lights.
- Infrastructure – repair or replace handrails, signs, and tunnel lighting. Clean track drains and repair water damage/leaks.
- Electronic Maintenance – optimize performance of closed-circuit television monitors and cameras. Inspect and test public address system equipment.
- Station Environment – perform high-intensity station cleaning and painting as well as perform elevator and escalator repair work. Clean vents and drains.
- SOURCE: www.mta.info

Dear WMATA Board members,

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Thank you, David Doniger

All of Metro's time closing options would look fine if Metro would provide night buses that follow the rail routes and with the same headways as the rail. - Paul

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Thank you, Omar Siddique

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Thank you, Jennifer sass

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Thank you, Karen Chen

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Thank you, Andrew Beasley

Dear WMATA Board members,

Upfront I want to say that I would support a special tax to fund Metro. Other systems have a tax like this. We need this in the DC area. Now on to the late night train issue.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Jonathan Krall

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Thank you, Joshua Sloan

Dear WMATA Board members,

I typically don't travel to DC late at night, so the late-night service cuts would not affect me.

Rodney White

Dear WMATA Board members,

I have no problem with temporary service cuts of late-night metro service, especially in view of the system being made safer overall. However, I don't support service cuts of beyond a year's time. Personally, I take the subway from Springfield into Washington, DC for late night events, say a play and dinner, etc. If I have to rush my evening along, there is no point in going out. And am sure that those service cuts would adversely affect businesses, theaters, restaurant workers, etc. which thrive particularly late night on weekends.

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Thank you, Liane Kerry

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In addition, I object to the online survey that WMATA has provided to seek public input since it is designed to reach a predetermined end with no area for general comment or suggestions for other alternatives.

I used to be a frequent and heavy user of Metrorail service both for commuting and reaching entertainment destinations, and it was a primary mode of transportation for me. The severe service degradation has caused me to abandon Metrorail almost entirely except for the occasional daytime ride. Obviously the declines in ridership are directly related to the level of service. A major city must have public transit available to serve nighttime uses as well as daytime office workers, and the DC region is lucky to have Metrorail. I strongly oppose permanently eliminating late night Metrorail service.

Thank you, RJ Hamilton

Dear WMATA Board Members,

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Thank you, Zachary Klein

Dear WMATA Board members,

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But I have another concern with this. Years ago, when we renovated our house, our architect told us that house renovations always more or less take 6 months. That is because, if it is a small job, the contractor has only a few employees. If it is a large job, the contractor has more employees working on it. Either way, it takes six months.

I know that my architect's logic is an oversimplification, but it does seem to me that it may well be applicable to Metro. If Metro put more workers and equipment on the job, Metro could take care of necessary maintenance in fewer hours. If that is so, the problem is not that Metro needs more hours for maintenance. Instead, the real problem is that Metro needs either more time or more money for maintenance, so that it could hire more workers and get the job done in fewer hours.

I realize that this is an oversimplification. I also believe that any claim that Metro needs more money should itself be verified and not taken at face value; it seems highly likely to me that Metro squandered a lot of money on maintenance and repairs in the past, especially in the years between the 2009 Red Line crash and this year. Still, the above point about this being a money problem, not a time problem, does seem to me to be at least a partial response to Metro's plan to close early. If this logic is wrong, Metro should explain why it is wrong.

Moreover, if the above logic is right, then Metro would be more honest it telling the public that it needs either more funding or more maintenance time. That kind of explanation would no doubt lead to a closer probe of Metro's budget. But it could also lead to expanded public support for more/better funding. Instead, Metro has publicized this as simply "we need more maintenance time." That leads people to wonder why Metro can't operate its system as efficiently and effectively as many other systems that stay open later. It therefore tends to decrease public support for more/better funding; people don't want to pay more for a system that appears not to be able to function effectively.

In short, unless my logic is wrong, the right approach to this is to tell the public that it has a choice: more funding (quantified in terms of how much) or fewer opening hours. That approach has the advantage of being more honest, and also of helping the public understand what choices it has.

Thank you, Jim Feldman
James Feldman

To: General Manager, Directors and Whom it may Concern at the
Washington Metropolitan Area Transit Authority

re: Testimony on Proposed Changes to Hours of Operation - No to Option #4

This missive is to acknowledge that important repair work is warranted in order to improve safety and to make necessary upgrades to the Metro Transit varying systems and structures. It is also undeniable that as you go about planning to sustain a more reliable and quality control pattern of operation for the Metro system, some degree of inconvenience will be experienced and should I add will be "endured" by customers.

One of the inconvenient truths concerning the plan to permanently implement a shifting of hours of operation for Metro Transit is not every user of the system will be happy. However, I wish to add my voice to those who ask that your preserve the current early Sunday morning hours of operation. Starting Metro service on Sundays at 12 noon will greatly impact individuals who use the Metro to attend worship services. I concur with the conclusion reached by the Downtown Cluster of Congregations as shared by the Executive Director, Mr. Terry Lynch, he states, that "metro's opening at 7 am on Saturdays and Sundays provides support to congregations" he states further, that "over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the

Appendix A - Metrorail Operating Hours Written Testimony

difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.”

As a District of Columbia Pastor, each week I witness firsthand several low income individuals who use the Metro system as their primary means of travel to get to and from our worship services. To deprive residents living in the region from having easy access to churches they have customarily formed a longstanding influential affiliation with is a disturbing notion. I strongly request that Metro resist any effort to cut back the Sunday early morning hours of operation. To reduce the Sunday hours of operation would impact negatively those who not only seek but find warm fellowship with their fellow parishioners. After a week of anxiety-filled pressures, challenges and distress, many parishioners crave opportunities to participate in Sunday worship services. They seek to find spiritual solace and reprieve with like-minded worshippers.

In closing, please know that many people in the surrounding community have developed a great reliance on Metro as one of their necessary strategic means used to further promote and sustain a weekly commitment to a routine pattern of life for greater good and redemptive quality.

Submitted By:

The Reverend Dr. James Coleman
All Nations Baptist Church

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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Thank you, Krista Robertson

Dear WMATA Board members,

Late night Metro service is critical to our local economy and ending it disenfranchises lower income people disproportionately.

Close lines early when needed to do work, and replace it with frequent bus service, but do not make it a permanent change.

Jay KapLon

Dear WMATA Board members,

I have checked the operating schedules of all of the 10 busiest subway systems in the U.S. Although our system is the 2nd busiest system in the nation, it currently operates less hours than any of the other top 10 systems. The #1 (NYC) and #3 (Chicago) systems run 24/7. Apparently these systems have developed

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much better systems for maintenance than Metro has. They do have night time shutdowns by line when needed for maintenance, but these are not system wide and are only periodic. WMATA needs to carefully study how these systems manage without extensive downtime every day.

The current restrictions on late night hours should only last until Metro has made up for deferred maintenance. Metro should be looking to expand hours after that. There is a need for late night hours to serve workers at establishments open late and customers of those establishments. Some of those customers will probably have consumed alcohol and not be safe drivers.

WMATA needs to recognize that it serves a major metropolitan area, and that mass transit is critical to serve those without cars and to reduce the number of trips using automobiles. Airports, train stations and many businesses operate longer hours than Metrorail currently does. The poor management of Metro is inexcusable, and it is not acceptable to continue that poor management into the future. The system is too important for that.

Thank you for considering my comments. William Samuel

Dear WMATA Board,

Unilateral late night service cuts to the metro system are wrong and will continue to hurt the area if made permanent.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only if conditions are imposed by the WMATA Board. This list below are examples of these conditions, but the whole region should not suffer if maintenance cannot be improved or measured appropriately within the time already available.

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Thank you, Peter Epley

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Thank you, Udit Minocha

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Geri Rosenbert

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Laurel Wamsley

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

WMATA needs to consider the service workers with odd hours that depend on Metro to get to work many of whom are African-American and Latino workers. These low-income minority workers are disproportionately affected. WMATA also needs to consider the Civil Rights impacts on cutting service before making their decision.

In addition, I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

Appendix A - Metrorail Operating Hours Written Testimony

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Manuel Ochoa

Dear WMATA Board members,

I agree with the Coalition for Smarter Growth that cuts to late night service should be temporary. Closing down the system late at night is no doubt important to quickly, efficiently, and safely address much needed SafeTrack work. But without clear and transparent goals for this SafeTrack work, the rationale to cut late night service could be extended indefinitely and without good reason.

For these reasons, I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Peter Hadley

Dear WMATA Board members,

As a regular user of the Metro, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. Late night service is crucial for many segments of DC area society, including workers, tourists, and consumers. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies, which will have significant negative implications for the DC area economy. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time, with a significant and transparent review by the board.
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl shuttle and scheduled bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders, to fill the gap left by the rail service cuts.

Thank you, Christian Maimone

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

This is a form letter that expresses my opinion perfectly.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, August Voorhees

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Robert Dehart

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.

Appendix A - Metrorail Operating Hours Written Testimony

4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Howard Marano

I attempted to use the survey because it would provide you the easiest feedback with statistics, but found it was impossible to answer the questions they way I needed to.

The first question asked if I used a bus or rail during the 3 given hours. The short answer is no, but that's mainly because the buses are sporadic, unreliable, and usually take several times longer than the metro. The metro is not an option anymore because of safe track, and we were told that the hours would return once safe track was over.

The harm to performing arts, sports, and other entertainment industries around the city will be great with any of the proposed changes. None of them address the needs of ridership to fulfill the bustling workforce established already.

Transit systems around the country and the globe run much longer hours in much larger cities with fewer issues. Nobody is denying the need for an upgrade to the system, but is that not what SafeTrack was promised as? With any of the proposed times you are forcing an extreme financial burden on to the populace who already pays in fees to use public transit. Now they will also be forced to pay fees (either by riding or in taxes) plus gas, rideshare, taxi, or bikeshare programs that they'll need to supplement the failure of the system. Not to mention the uncalculated effects on the entertainment industries.

I'm not sure if anyone will actually see this, but I would be happy to take the survey with expanded options to truly provide comprehensive feedback.

thanks, Stacy

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Kristin Purdy

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Alex Holt

I am in favor of establishing a robust night owl bus service that serves all the stations all night long. This would serve those returning home after a night out plus help workers get to and from their jobs.

I am glad to see that there is a draft of such a service. I took a look at the map: http://wmata.com/community_outreach/proposed-hours-bus.cfm This appears to be extracted from existing routes. Problems I immediately see are someone may need to transfer more than once, buses arrive to infrequently, and hours of operation are not late/early enough.

I would propose that a service start when the rail closes and continue all night. Perhaps less frequently during hours of lower demand. Routes should be direct to all stations served by rail and not wander through the neighborhoods. Perhaps some limited stops could be included between stations.

Thank you, -Peter Roof

Dear WMATA Board members,

Metro is an integral part of our economy, and the proposed late-night service cuts will significantly reduce mobility in our region. If the proposed late-night service cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro is an Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Cody Talmadge

Dear WMATA Board members,

I fear that many of Metro's leaders, from the board to staff, continue to hold an outdated view of the system, seeing it only as a tool to move commuters to and from the suburbs at rush hour. If I remember correctly, one board member even claimed that the system is "only as good as its last rush hour."

The reality is that land use patterns, employment, services, and recreation in the core of our region have become increasingly tied to quality rail transit service throughout the day. In the District, nearly 40 percent of households, including mine, do not own a car. Those who tout ride "sharing" (nothing is being "shared" - it is a business selling a service) as a solution fail to see that those expensive services are not a regular, day-to-day mobility option for low- and moderate-income commuters or for young people starting their careers and burdened with college debt.

Appendix A - Metrorail Operating Hours Written Testimony

Make no mistake, the revival of our region's core, which an observer from 25 years ago would find remarkable if not unfathomable, is due almost entirely to the existence of a robust rail transit system. The gradual transition of our region to one with more mixed-use, walkable urban neighborhoods is one that has been good for the environment and our economy. It has also been good for state and local budgets, taking away at least some of the pressure to build incredibly expensive highway boondoggles that do nothing to relieve congestion and only create more congestion and more development that is difficult to serve with transit. (From this broader perspective, state and local decisions to defer maintenance of Metro over the past two decades - including decisions made by several current board members in their capacity as political leaders - were penny wise and pound foolish.)

It is especially disheartening to see what is happening to our transit system when you see and read what other cities around the nation and the world doing with their transit systems. I fear that all of the proposal that Metro's leadership for reduced service hours that Metro's leadership has outlined would send Metro from a slow downward spiral into a death plummet from which it, and our region, its economy and its environment, would takes years if not decades to recover.

All of that said, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Ralph Garboushian

I appreciate your efforts to find the most effective way to serve riders, both in terms of hours of operation and in terms of need for ongoing maintenance of the system. I'm remembering that when Metro first opened, the hope was to serve passengers traveling to work and other commitments, and then to serve the recreational needs of riders. With that in mind, I encourage you to continue to provide Sunday morning service for those who travel to work and also for those who depend on Metro to attend church services on Sunday mornings. I support either proposal 1 or 2 (I'm not a night-owl, so ordinarily keeping service after midnight is not a priority for me). I would add, though, that special occasions call for special service. For example, the Nationals ball game on Thursday night (13th), inaugural events coming up in January, marathons, etc.

Thank you for your consideration of my comments. I support your efforts to find the best way forward with this complicated need.

Joan Cook

For those of us who rely on the metro to take us to our places of worship in Downtown DC proposal 4 would be horrible. Please do not cut off Sunday morning service.

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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1. The extension is only for 12 months and must be revisited at the end of that time
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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Jeffrey Norman

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Torsten Knabe

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US and international rail systems perform inspections and maintenance without shutting down the entire system.

My support for a one- year extension of late-night services cuts is contingent upon the WMATA Board imposing the following conditions:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must, by the end 2016, publish a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders, and must be publicized broadly and with clear information on the metro lines that the buses are replacing, so that riders impacted by metro closures that do not frequently use bus service are aware of the alternative options to metro.

Thank you, Carolyn Heaps

Dear WMATA Board members,

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I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Rebecca Kalmus

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Karl Marshall

The New York subway system runs 24/7 and they charge a flat rate for service. Maybe you should talk to them to see how they perform maintenance. I am A Nationals season ticket holder coming from Shady Grove. This year I used Metro, next year I won't.

Sent from my iPhone

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies.

I am OK with line segment shutdowns and bus replacements, including late night and weekend bus service to areas once served by late night metro. But permanent loss of late night service adds to our continued "death spiral". I would prefer higher fares and more property tax or income tax than turning Metro into a permanent sub-3rd World service.

Thank you, Jim Miller

Hello, I have asked several of my other friends and family that all rely on the metro, so about 20 votes towards proposal # 3. Thank you.

Dear WMATA Board members,

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Benjamin Schwartz

October 17, 2016

I spoke to Metro representatives at Metro Center on Sunday, Oct.16,2016 as scheduled in the brochure. I'm concerned that my remarks were not taken seriously such that I will discuss them here in a written format. I read the pamphlet,"Help us find the time. Ayudenos a encontrar el tiempo" which includes information on "Proposed New Metrorail Hours of Operation". I read the online documents for the WMATA hearing on this subject. I am in favor of NONE of the proposals. Neither 1, 2 , 3, or 4. Proposal 4 is closest to the old operating hours of Metro prior top Safetrak. However, 12pm noon on Sunday is clearly unacceptable for the national capital region of the USA. I will accept bus service when necessary to replace or supplement metrorail service. However, on a related topic, late night metrorail service should include scheduled bus service, Metro or jurisdictional (Montgomery County Ride-on, Fairfax, Arlington,etc) when one arrives at metrorail station. Otherwise arriving at a late night location from a metrorail station requires taxicab, uber, lyft, etc. Also Metrorail trains should not use recorded information to say what services are available. There is no MARC, VRE service on weekends so there are no services of this type at Union Station, Rockville, Silver Spring, and Virginia. Amtrak provides service from Washington Union Station seven days a week MARC Penn Line provides limited weekend service from Washington Union Station. Finally, regarding metrorail, in New York City region , a 2 track railroad called PATH(Port Authority Trans Hudson)like metrorail does repairs to its infrastructure. However, PATH operates 24 hours a day,7 days a week with service to Hoboken, Jersey City, World Trade Center, uptown to 33rd Street. They have recently provided bus service on parts of the rail line when they must clear the tracks for extensive repairs on some weekends.

Sincerely, Philip S. Fraulino

Hello,

If WMATA finds it necessary to alter the Metrorail schedule to allow for more track maintenance, I would prefer Proposal #1. It seems the most reasonable and provides coverage for weekend travel.

I am absolutely opposed to Proposal #4. It would unfairly penalize anyone who is trying to use the Metrorail on Sunday mornings. This is a diverse group of travelers and includes

- people traveling to airports and/or AMTRAK stations
- people going to houses of worship
- people visiting DC area attractions such as the National Zoo
- people using Metrorail to get to/from work

Please do not think that using Metrobus is an adequate alternative. Metrobuses often run on their "own" schedules, which are unreliable for riders trying to get to church on time or trying to check in at an airport.

Please do not consider Proposal #4. It would put a terribly unfair burden on the groups of travelers I outlined above.

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Please DO CONSIDER Proposal #1 if you need to move forward with these plans to find more hours for track work.

Thank you for soliciting my comments.

Melanie Rose White

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

I would also like to add in addition to the conditions above, that I selected to live in DC, because of the commitment of the metro region to becoming a multi-modal metropolis. I elected to sell my car and strictly use Metrorail, Metrobus, Capital Bikeshare, my personal bike and my own two feet to get around, supplementing with ridesharing services. Yet, there's a limit to which I can propel myself. And ridesharing can quickly wreck a budget. Plus, the congestion of not having certain services during the day and the rush to run to Metro late at night when it closes causes stress and traffic on other parts of the system.

We need a real solution and we also need to be proactive, expedient and precise when repairing our Metrorail system.

Thank you, Kristen Jeffers

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Jacob Levitt

Dear WMATA Board members,

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Thank you, Mary Eveleigh

As a non-car-owning individual, I use Metro for almost all of my transportation in the D.C. area, and tend not to go places far from MetroRail unless in the company of friends also going there. (I feel a bit too vulnerable on buses after dark.)

I suppose I can use taxis more, but I do think it incredible that a major urban center cannot provide better service for more hours rather than fewer! The Paris Metro runs from 5:30 to 12:40 am Sunday through Thursday and 5:30 to 1:40 a.m. on Fridays, Saturdays, and on days before holidays. The London Underground even has some 24-hour weekend lines. Not to mention New York. I know that D.C. only has two lines in the tunnels, making work more difficult, but still . . .

And complaining about reduced ridership is utterly ironic, I think, given the major and frequently-repeated messages about finding alternate travel means during SafeTrack.

In any case, Sunday morning is a time for lots of special events over and above church services, so the proposal for a noontime opening that day is particular awful! (It appears to me that half of the festivals and most of the marathons/runs have Sunday-morning start times.)

A temporary curtailment of hours to accommodate a catch-up in maintenance is one thing, but I firmly believe that a permanent cut is not in the best interests of a thriving urban center, especially in a time when conservation of energy resources (and thus use of mass transit) ought to be high on all of our agendas.

Judith Gray

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Jeffrey Myers

Dear WMATA Board members,

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Thank you, Erica Stadem

Dear WMATA Board members,

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Thank you, Michael Lasky

Dear WMATA Board members,

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders, and publicity of same must be universal (internet, newspaper, magazines, posters, etc.).

Thank you, Karen Hay

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Everett A. Foy

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Thank you, Eric Blaylock

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Thank you, Daniel Flatow

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Thank you, Eric Jorgensen

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Thank you, Phillip Clemons

Dear WMATA Board members,

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Thank you, Lauren Reiser

Dear WMATA Board members,

I support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Jenee Kresge Gaynor

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Thank you, Andrew Costanzo

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Thank you, Elisabeth Null

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Thank you, Donna Rosen

Dear WMATA Board members,

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Thank you, Tonya Beckman

I have two suggestions for how to improve maintenance time while providing some level of service to customers:

- 1) After certain hours of the day (i.e. Midnight), close those lines with scheduled maintenance. Keep other lines operating on a sporadic basis until a stated closing time. If possible, continue to provide some service through downtown, even if it requires out of station transfers (i.e. Farrogut west to Farrogut north.).
- 2) provide late night shuttles and / or long distance train service after sporting events, regardless of their ending times. D.C. lobbied hard to get new facilities built downtown and touted public transit / metro as a key differentiator. Metro's recent closings have created a disincentive for attending these events. If maintenance is needed in the core, run single track express trains out to the suburbs (Red, Orange, & silver lines) to allow for service which avoids traffic congestion.

Dan Moldover

Dear WMATA Board members,

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Thank you, Carl Kotecki

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Thank you, Justine Hipsky

Dear WMATA Board members,

Hi, my name is Charlie Michael, I'm a DC resident living in Mt. Pleasant. I have many friends who work in the restaurant and bar industry, and depend on metro being open late to get home after work. I understand maintenance is a crucial priority for ensuring safety, but I would like to see a safe Metro available to DC residents of all professions.

I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Charlie Michael

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. Metro should also avoid or mitigate late-night service cuts that disproportionately impact transit-dependent communities east of the Anacostia River—specifically Wards 7 and 8 in the District of Columbia and central/southern Prince George's County.

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Thank you, William Washburn

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system. Even this is asking much from me, as I do not own a car. Metro is already near useless on weekends, and further reduced hours make it pretty much worthless. If a permanent end to late night service, and cuts to Sunday hours are implemented, I will be forced to purchase a car.

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Thank you, Samuel Myers

Dear WMATA Board members,

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Thank you, Evelyn Fraser

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I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.

4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.

5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Donovan Wilson

Dear WMATA Board members,

I do not support a permanent end to late-night Metro service. If the cuts become permanent, Metro will have more limited operating hours than ANY large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

Night owl bus service must also be provided at no more than 10-minute headways to provide alternative mobility for late-night riders. We must get more people to use public transportation and out of their individual vehicles. We must do that by providing RELIABLE, SAFE, CONSISTANT, FRIENDLY and CONVENIENT service with a dedicated funding source from the tri-states impacted AND the federal government which would be shut down without it.

Thank you, Craig Dylan Wyatt

Dear WMATA Board members,

I am willing to support a limited six month extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a six month extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 6 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute intervals to provide alternative mobility for late-night riders, including restaurant and cleaning service building workers as well as for games and dining out. Washington, DC and the surrounding area has seen a fantastic growth in restaurants, theater and the accompanying service workers to accommodate those areas. Metro's service must continue. This is NOT the way to keep our area on target as one of continuing growth and entertainment.

Thank you from a second generation native-born Washingtonian. Please don't desert our city and surrounding region!!

Ms. A. Polangin
A.K. Polang

Dear WMATA Board members,

I am willing to support a limited six month extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system!

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Buses are not sufficient replacements for service workers and large events -- Metrorail ensures that the Washington, D.C. area can function, and late-night service is critical to a highly functioning region.

Thank you, Rachel Davis

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Extend all services to 2 AM on nights of public events such as public assembly including recreational and major league baseball or football or basketball.

Thank you, norman duncan

Dear WMATA Board members,

I am willing to support late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. Night bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be extended.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be extended.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.

Thank you, Nik

Nikolajs Timrots
DC Resident

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Josh Sisk

Dear WMATA Board members,

Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. Consider shutting down only parts of the system early on weeknights.
- 1a. 12-month limit on late night cuts, with review by the WMATA Board required before another extension. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Ben Slade

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Marco Sanchez

I am writing against proposal 4. I take metro train to church on Sunday and no buses make the route in a close our manageable time (I do not own a car). I do not know how I would get to church without morning Sunday metro.

Dear WMATA Board members,

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I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Mary Herrmann

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Angela Leppig

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

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Thank you, Anthony Frederick
Hello, I am strongly in support of Proposal 4. It is important that students have a safe option to get home after hours.
Thank you, John Frederick
Dear WMATA Board members, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system. I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board: 1. The extension is only for 12 months and must be revisited at the end of that time 2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed. 3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed. 4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.
Thank you, David Spett
Dear WMATA Board members, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system. I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board: 1. The extension is only for 12 months and must be revisited at the end of that time 2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed. 3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed. 4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.
Thank you, Taylor Willis
To Whom It May Concern: I wish to express strong opposition to the Option #4 that proposes to limit Sunday hours of operation for the Metro to the period Noon to 11:00pm. This will have serious impact on the people in the metropolitan area who use the Metro for transportation to Sunday worship services at the cathedral of the Archdiocese and many downtown churches as well. This is particularly true at St. Matthew's Cathedral whose many parishioners live in Northern Virginia and Maryland and depend on Metro for transportation to Sunday worship at our four morning services beginning at 7am. I also believe this would impact many visitors who would depend on Metro to attend Sunday services at the cathedral. To force our parishioners and visitors to

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use private transportation given the extremely limited parking opportunities imposes another burden and also adds to the environmental impact by causing additional pollution from auto usage.

Given these circumstances, Proposal #4 should be absolutely removed from consideration at all costs.

Respectfully,

Deacon Bartholomew J. Merella
Cathedral of St. Matthew the Apostle
Washington, DC

My daughter is physically disabled and proposal #4 could make it difficult for personal care assistants to help her with her needs.

We need early Sunday morning metroservice.

Thank you, Katherine Kyle

Public Hearing, Washington Metropolitan Area Transit Authority, Hearing No. 611

Testimony given by David Schwartzman

Tuesday, October 20, 2016, Metro Headquarters, 600 5th Street, NW, Washington, D.C.

To cover an anticipated \$275 million shortfall in its FY 2017 budget, WMATA is proposing to consider raising fares, eliminating a significant number of bus routes, close so-called unpopular stations in off-peak hours as well as layoffs and reduction of benefits for its workers ("Metro to consider raising fares, Washington Post, B1, October 12, 2016).

The DC Statehood Green Party strongly opposes all of these options, in particular any increase in Metro/bus fares, cutbacks in services as well as financing WMATA with sales taxes. We recognize that the proposed cost-cutting measures, particularly the termination of non-peak services would have a very unwelcome racist impact on people of color east of the River in DC and the MD/VA suburbs ("Metro cost-cutting option unfair to people of color, critics say", Washington Post, B1, October 18, 2016; "The service cuts Metro is floating are draconian, harmful, and could further damage Metro's reputation" by Jonathan Neeley, October 12, 2016, <http://greatergreaterwashington.org/post/33850/the-service-cuts-metro-is-floating-are-draconian-harmful-and-could-further-damage-metros-reputation/>).

Mayor Bowser has proposed a regional 1-cent sales tax to fund Metro in coming years ("Leaders split on Metro funding", Washington Post, B1, October 13, 2016). We oppose any increase in sales taxes and the proposed fare hikes for two main reasons. First, these increases would be a regressive tax on low and middle income users of Metro, in particular buses. Balancing the Metro budget on the backs of low income and working people would be an unwelcome continuation of the approach of the Control Board era for District residents, when budgets were balanced by hurtful cuts in programs that served low income and working class residents. We don't need another dose of austerity for those who can least afford it, especially when the income and wealth gap is widening between the very rich and the rest of us. The income gap and child poverty rate in the District is now among the biggest in the nation, compared to cities and states.

Second, raising fares will discourage Metrorail and bus ridership, shifting reliance for commuting to cars, precisely the opposite to what is needed to reduce regional air pollution and its negative health impacts as well as carbon emissions which contribute to global warming. This approach is directly opposite to the self-declared objectives of the District government following its initiative, Sustainable DC.

I urge the Transit Authority to consider implementing the following alternative approaches:

1) **Close the \$275 million projected budget shortfall with a surtax on regional corporate profits and on millionaire incomes.** Millionaires in the Metro DC area now pay between 60 and 70% the rate in their local tax burden that working and middle class residents pay ("Who Pays?", ITEP) when the advantage afforded by the federal deduction offset is included. . In 2014, the most recent data available, DC returns with adjusted gross incomes of \$1 million and above

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had a taxable income of \$4.59 billion, (IRS data, <http://www.irs.gov/uac/SOI-Tax-Stats-Historic-Table-2>; open DC on the map). A gross receipts tax on regional corporations should be considered with an Ohio-like provision prohibiting pass-on to prices of its products, and WMATA should strongly urge its jurisdictions to all pass this regional tax.

2) Progressively reduce not increase fares on Metro, expand clean bus service linked to Metrorail by creating a sustainable funding source for mass transit by implementing a regional congestion charge for car commuters and increased parking fees for the central DC business district. If WMATA refuses to take steps to immediately implement congestion charging, then the DC government should implement such an approach on its own! It is so empowered under the constraints of Home Rule.

If London and many other cities around the world can reduce air pollution and traffic with congestion charging, why can't the District do the same? Again if action is not immediately taken to implement regional congestion charging, the District government should begin planning for a DC congestion charge, which would reduce air pollution and congestion in our city's core while requiring the accrued revenue to subsidize and expand mass transit. I call for legislation for a Task Force (with government and community representation) to plan for such a charge to commuters driving to the downtown business center of the District.

Air pollution and carbon emissions from transportation (and power plants) using fossil fuels go hand in hand. Hence, by taking timely steps to reduce carbon emissions that contribute to global warming we likewise reduce air pollution, with immediate benefits to the well being of our residents. The London experience with its congestion charge shows its significant benefits, including reduction in air pollution. Revenues accrued went to subsidizing the London Underground and bus use, expanding the bus system, as the quickest and cheapest way to increase mass transit capacity. The District should use congestion charge revenues to expand bus service and progressively lower their cost to riders. Further, buses should be converted to hybrid or purely electric. This approach would be a Win Win outcome for both residents and commuters.

While some revenue is captured from commuters in the form of sales taxes, the District is explicitly forbidden by the Home Rule Act to impose any tax on the personal income of non-residents*. Hence, until DC achieves statehood, reciprocal taxation of income with surrounding jurisdictions is not likely to be achieved. Unlike sales taxes, a toll on commuters would be paid by non-residents only. Therefore, most informed observers believe such a commuter tax would be rejected by Congress as contrary to the Home Rule Act. However, a congestion charge for the core business center of the District could be designed to affect both residents and non-residents, analogous to the District's sales taxes. Such a congestion charge could be implemented without toll booths, using street cameras, the same approach as London's program.

I submit a DC congestion charge is worth fighting for, demanding Congress not turn it down if our city government passes it. An integral part of our struggle for full citizenship rights with DC Statehood is pushing the limits of what is achievable under the Home Rule Act, our neo-colonial regime imposed by Congress. Gains in environmental, economic and social justice empower our struggle for DC Statehood. Finally, the region's goal should be free mass transit both for its social and environmental benefits, with operating costs paid by charges on car use and progressive taxation of corporations and individuals, as well as federal subsidies. Reducing air pollution would have immediate health benefits, particularly for DC's children. Pollution from mobile sources (cars, trucks, vans, etc) is the leading cause of ozone and smog in the District of Columbia, dangerous compounds that cause respiratory illness and childhood asthma.

*District of Columbia Home Rule Act

SEC. 602. [D.C. Code 1-233] (a) The Council shall have no authority to pass any act contrary to the provisions of this Act except as specifically provided in this Act, or to--(5) impose any tax on the whole or any portion of the personal income, either directly or at the source thereof, of any individual not a resident of the District (the terms "individual" and "resident" to be understood for the purposes of this paragraph as they are defined in section 4 of title I of the District of Columbia Income and Franchise Tax Act of 1947 [approved July 16, 1947 (61 Stat. 332; D.C. Code 47-1801.4)])

I hereby vote for Proposal Number 4. Thanks in advance for this consideration.

Dear WMATA Board members,

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I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Furthermore the business model that has been in place is self destructive. Every time Metro has needed additional funds they have raised fares. This drives away riders who no longer see Metro as a low cost alternative which results in lower revenues. Metro's response is higher fares to make up the difference which drives away riders. A vicious circle. Do a cost analysis from the rider's point of view. What does it cost to park a car at a station, ride to Farragut West or McPherson Square at rush hour fares and ride back to the suburbs at rush hour fares. Total that amount and then compare it to the cost of driving downtown and taking advantage of one of the many early bird parking deals at the garages. Is Metro a more cost effective alternative to driving? Lower the fares and parking fees and see how quickly ridership increases. Think with your head not your bank account and the bank account will take care of itself.

Thank you, Michael Joy

Thank you for giving us the opportunity to express our concerns. Here are mine:

1. Why should people who depend on Metro be left holding the bag? Running races and other events have always been scheduled with the thought of using Metro to save on cars on road/parking issues, and now that is not possible because Metro is behind in maintenance and wasted all the money from fares.
2. None of the proposals are convenient or accommodating to the people who use Metro; now we either pay for Metro ride to Nationals ballpark and leave right after the game ends, or pay up to \$60 to park. Great choices, Metro!
3. Here is a proposal:
Mon-Thu: 5:00 a.m. – midnight, Fri: 5:00 a.m. - 1:00 a.m., Sat: 7:00 a.m. - 1:00 a.m., Sun: 5:00 a.m. - 10:00 p.m.
There are more than enough hours with the above to get track work done, especially if single tracking is used at night. I would much prefer to take a little longer to get home and save \$40 in parking fees.

Thank you, Kathryn

To Whom It May Concern,

While I very much appreciate the efforts of Metro management in enacting the SafeTrack program and putting much needed emphasis on repairing our valuable transit infrastructure that has been left to decay by previous administrations, I see a lot of issues with all the proposals put forth for consideration.

My personal preference would be the restoration of late night hours on Friday and Saturday (to 3am) beyond anything else. I moved into the district from the suburbs about three years ago to take advantage of all the city had to offer. I'm very happy with my decision but since SafeTrack has started my friends and I have pretty much given up on going out to clubs and bars on the weekends. It was one thing making sure we headed out before last call at the bar or the last song played at the club. Now the system closes while we're just getting started. Last Friday, I had met a friend for dinner and a movie in Alexandria after work. We stayed for the after credits scene, chatted a little bit and I got to the station about 11:30. Evidently that was after the last train left (never mind that the system supposedly closes at midnight) and I ended up having to pay seven times as much for a surge-priced Uber ride back. Try getting from Alexandria to NW

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DC without the trains running and not paying a fortune! At this point, I have given up relying on the system outside of my commute to work, a daytime trip to a museum or something like that.

I'm not sure how the system is managed, but with the reduced schedules, do all the lines really have work/inspection activities ongoing every weekend? Is there a way to close one line early each weekend and conduct work against some type of published schedule that people can plan around?

As I said to start with, I can see major downsides and interruptions to all the concepts. Late night workers would be impacted in some scenarios, churchgoers and brunch aficionados would be impacted in another one. Most of the others would continue destroying DC's nightlife (I'm curious what the stats are...do businesses see as much of a drop off after midnight as I think they do? Have there been increased drunken driving arrests around the region?).

So, I guess in summary, I would prefer Option 4 since it is the only one that provides weekend-night hours that are like the pre-Safetack hours. I agree with the "death spiral" theme that I've seen in the news, though. Nothing ever prospers by cutting service/locations/etc. See every brick and mortar store that starts closing locations and then ends up declaring bankruptcy. Making the system less useful will not make people want to use it more.

Thank you for providing us the opportunity for weighing in on this matter and I hope that my experience can be helpful in guiding your decisions

- Tom Diotte, Petworth, NW DC

To Whom it may concern:

I'm sure it's difficult to maintain such a broad public transit system as metro, but that system is one of the things that makes our city great and keeps us safe. Because of metro - I had a safe way to get home after evening classes got out, I had a safe ride home after a night out, and a safe way to get home after work when I had to work late. It's important to me that others have the same opportunities.

Please consider all the people in DC Metro area when you're making the decision about metro hours. Consider the 2nd shift security guards, the restaurant staff, the night school students, the faithful trying to get to Sunday morning services, and the countless others who depend on metro in order to fully participate in their communities. The rush hour crowd may be your big dollar riders, but all these other people need you just as much, if not more. If you do limit metro rail hours - and I hope you don't - please carefully consider how to expand bus service to ensure that everyone has a safe way to get home, no matter when they have to get there.

I know your goal is to get us all to our destinations safely, but the conversation to limit metro hours permanently has more impact on the DC community than this temporary safe track initiative. One may be able to make other arrangements for a month - but not forever. You've made it so that people in the DC metro area rely on you - please don't let us down.

Thank you, Jennifer Wagner

Hi, I reviewed the WMATA budget proposal and I want to voice my strong disapproval of the plan to shut stations during non-peak hours. I live near one of those stations and rely heavily on metro during non-peak hours. I would much rather that wmata raise rates, reduce the number of trains, or remove staff from stations before shutting down the station entirely and leaving me with no options for public transit.

Thanks, John

As a senior citizen living in Montgomery County, my husband and I are uncomfortable driving long distances after dark and often take Metro for theatrical events in DC. Closing Metro early on Sundays would eliminate this option for us and curtail our enjoyment of many events in Washington DC.

Natalie Goldberg

To Whom it may concern,

I would like to give my opinion of the proposed changes the Metro schedule. I do not live in the Washington D.C. area...I live in Harrisburg, Pennsylvania. We (my family) come to D.C. often to see shows at the Kennedy Center, the National and Warner Theaters and to see the many tourist type offerings the D.C. area has to offer.

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Since we come on a Saturday or Sunday more often than not; I would hope you could have the Metro running no later than 10 am on any Saturday or Sunday. If we want to see a matinee, we usually get the Metro at the Greenbelt Station. It is at least a half hour ride on the Metro to the theaters or Kennedy Center. If we want to have lunch in any D.C. restaurant before a show, we now have time to do it. If the metro changes to proposal #4, we would have to have lunch outside the city and then make our way to the show....economic loss for D.C. restaurants/businesses. As you may know...most shows start at 1 pm or 2 pm at the latest. If the trains run from noon till 11 pm...it will make it much more difficult for us to get to our destinations on time.

I would assume many other visitors to Washington D.C. would have the same issues. If it is changed to proposal #4 and the Metro does not start running before 12 noon, we will stop using the Metro altogether and start driving into the city and paying to park in a parking garage. We prefer the Metro but will have to do what is best for us once you make your decision.

Thank you for your time.

David Hall

To whom it may concern,

I write to respectfully oppose the proposal under consideration to open the Metrorail system at noon on Sundays. As a non-car owner who relies almost solely on the Metro for transportation -- for my commute to and from my office at the Pentagon, to visit the area's many outstanding museums and restaurants, and to sing as a member of the Schola Cantorum at the Cathedral of St. Matthew the Apostle on Sunday mornings -- such a drastic shift in service schedule would render my participation in the Schola difficult, if not impossible. I believe this would be true for many others as well: by my unscientific estimate, at least a quarter of our choir relies on Metrorail to travel to and from the church, if not more. I have to believe my experience is replicated many times over across the region.

I value our churches, in both my own life and the city's civic life, no less than any office, museum, or restaurant. For me, St. Matthew's is a moment of tranquility in a relentlessly driven city; for Washington, its grandeur is a symbol befitting a national capital and a world-class metropolis, as when it hosted Pope Francis for a choral prayer service last year in which I was honored to take part. I ask that WMATA consider this vital element of our civic life in making its decision.

Please let me know if I can answer any questions you may have. Should you need to reach me during business hours, my office telephone number is 703-695-7559.

Thank you, and very respectfully,

Andrew S. Lim

Hi, I find myself considering metro less and less due to service disruptions and short hours. Given that metro doesn't even fully utilize all the hours available and for all lines that it has I am particularly insulted that there would be an attempt to limit them more. If I felt confident that they would be used wisely maybe I would feel different but that's not the case. Especially odd is how there isn't an option to just close early on some routes when work is being done rather than shutting down the entire system early.

I have seriously considered moving and/or buying a car and leaving metro with how mismanaged it's been so far and I hope to not have to take that option.

Thank you, Thad Cox

10/19/2016

Board of Directors

Washington Metropolitan Area Transit Authority 600 5th Street, NW

Washington, DC 20001

Dear Members of the WMATA Board of Directors:

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I am writing in strong opposition of the proposed cuts to metro service that encompass closing select stations during off-peak hours. These proposed cuts will clearly impact residents east of the Anacostia River, who constituting a larger amount of low income riders than anywhere else in the city depend on off peak ridership to make ends meet. Your proposal clearly targets those with the least advocating power in the district, and is one of many ways in which the institutionalized targeting of lower income black communities occurs in our county and our city.

As a Ward 7 resident in River Terrace, who myself depends on off-peak service ridership, cannot oppose your proposal with more vigor.

Sincerely, Dr. Michael Magenheimer
Michael Magenheimer, Psy.D.
Postdoctoral Fellow
Professional Psychology Program
The George Washington University

Good Afternoon,

Congresswoman Norton would like to submit the attached statements as comments on Metro's proposals on late night service.

Regards,
Lauren

Lauren R. Dudley - Legislative Counsel
Office of Congresswoman Eleanor Holmes Norton (D-DC)

(Attachments)

Contact: Benjamin Fritsch – o: 202-225-8050, c: 202-225-8143 October 20, 2016

Norton Submits Statement Opposing Permanent Late Night Metro Service Cuts and Proposing Methods for Achieving Appropriate Options

WASHINGTON, D.C.—Congresswoman Eleanor Holmes Norton (D-DC), ranking member of the House Highways and Transit Subcommittee and one of the first to formally protest Washington Metropolitan Area Transit Authority General Manager Paul Wiedefeld's proposal to permanently end Metro's late-night weekend service, submitted her Aug 4, 2016 statement into the record at the Metro public hearing today on the Wiedefeld proposal to cut late-night service. In her statement, Norton objected that Wiedefeld's proposal had not taken into account the potentially detrimental long-term effects on Metro ridership, the regional economy, and regional businesses and residents.

"Our region has to be prepared for inconvenience for all of us until Metro is fixed and brought into a good state of repair," Norton said. "However, today's first and only public hearing and consultation with fresh eyes from outside experts are minimally necessary to develop options that do the least harm. To develop possible options, Metro ought to put all the possibilities on the functional equivalent of a chess board that allows it to play with the options until viable solutions are achieved."

The public comment period on the proposed changes is open through 5:00 p.m. on Tuesday, October 25, 2016. More information is available [here](#).

Contact: Benjamin Fritsch – o: 202-225-8050, c: 202-225-8143 August 4, 2016

Norton Says Proposal to Permanently End Metro's Late-Night Service Will Drive Riders Away, Hurt Regional Economy, and Disproportionately Impact Suburban and Low-Income Residents

WASHINGTON, D.C.—Congresswoman Eleanor Holmes Norton (D-DC), Ranking Member of the House Highways and Transit Subcommittee, today issued the following statement expressing her strong opposition to Washington Metropolitan Area Transit Authority General Manager Paul Wiedefeld's proposal to permanently end Metro's late-night weekend service by shutting the system down at midnight on Fridays and Saturdays and at 10:00 p.m. on Sundays.

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"Even before the General Manager Wiedefeld's proposal, I had requested a regional congressional delegation meeting with the Greater Washington Board of Trade, the Federal City Council, the D.C. Chamber of Commerce, and other major business leaders to get their views on the future of Metro. In light of the Wiedefeld proposal, that meeting has become imperative.

"General Manager Wiedefeld has one thing exactly right: safety must continue to be the number one priority for Metro. However, the permanent late-night service reduction proposal seems to indicate Wiedefeld simply accepted the most obvious path without going through the most rigorous analysis of all the options to determine the best one. Even though the safety priority must remain paramount, there are many factors that would inform such an analysis. Among them would be the possible detrimental long-term effects on Metro ridership, the regional economy, and regional businesses and residents. For example, Metro's already rapidly declining ridership can be attributed not only to the system's poor condition, but also to inherent factors, such as lower gasoline prices and mounting dissatisfaction with Metro due to service and dependability. Moreover, as critical as SafeTrack remains, the necessary remediation underway risks permanently driving away riders from Metro and onto already congested roads. Scaling back service on a system in which the public has all but lost confidence, without looking at workable alternatives, could cause Metro to wither and take our growing regional economy with it.

"Second only to safety must be Metro's effect on the regional economy and public and private sector employment. The opening of the Silver Line to spur economic development shows that the system needs expansion, not permanent retraction. This region has transformed itself into one of the nation's top economic regions. Despite the Great Recession, the region is still

growing. Metro's expansion to late-night service in 1999 was an important indication of changes in the economy of the region and the growth of the private sector. Metro is no longer a service focused only on nine to five federal workers. It is also the day or night engine of an expanding 24-hour economy. Creeping reductions in service could reverse the tremendous economic development the region has seen since Metro expanded its late-night hours.

"While the economic impact on local D.C. businesses may be obvious, the permanent late-night service reduction would also disproportionately hurt lower-income residents, who work late-night shifts, and particularly those commuting home to parts of the region where late-night bus service is unavailable. Most local transit buses in the region do not have late-night service, leaving residents without alternative means of transportation, unlike in the District, where bus service runs until late into the evening and some routes as late as 3:00 a.m. It is noteworthy that Mr. Wiedefeld did not offer alternatives, such as expanded bus service for the region.

"Our entire region continues to accept as first priority safety improvements and the necessity to bring and keep Metro in a state of good repair. Other transit systems manage to do that without retracting service itself. Metro remains the fundamental pillar of the entire regional economy. The proposed permanent shutdown proposal has the potential to have a lasting effect, driving riders away from Metro and causing irreparable harm to the system and regional residents. At the very least the region needs to know which experts and officials were consulted, what the alternatives are, and whether any further permanent service cuts are envisioned. There is no evidence that Metro consulted with the region's business community, the three regional executives, or elected officials, including Members of Congress. We must work together as a region to find alternatives that do the least harm to residents and local businesses."

####

I understand the need for restricting service hours to give more time for maintenance. However, it doesn't appear that maintenance will always need to be performed on all lines every night. There are plenty of subway systems that are capable of staying open longer hours than WMATA is proposing. Transportation is important, and we don't close down all of our highways every night, so we shouldn't have to do the same with all of Metrorail. Metro being open is necessary to the economic vitality of the region. The DC area is growing in population, and as someone who lives downtown, I'd like to see people using Metro to get here. I really don't want to see downtown turn back into a sea of parking lots, or for my options of night-time weekend activities diminishing.

My hope has been that this is really a tactic to get more money, which is something I support. I'd be happy to pay higher taxes or higher fares if it meant that Metro were well maintained, and were working on expanding (especially by building more tunnels downtown). I get the feeling, however, that that won't be happening. So I have a couple ideas that could help bring in more revenue. WMATA could try copying Asian transit networks. I'm sure you are aware that in Japan, many of the inter-city and commuter rail lines have department stores in the downtown stations, and often times simply run a business of department stores. I believe that in China, many of the subway systems have built housing on the land that they own, and many of the residents use the subway.

Obviously, there isn't much available land downtown for WMATA to be building department stores, but small shops could certainly be opened in some of the Metro stations. The downtown transfer stations, especially, often times have empty space, like at the southern end of L'Enfant's upper level, the southern end of the Archives platform, or the southern end of Gallery Place's upper level. There has also been talk of WMATA selling off the headquarters building at 600 5th St. NW. I'm not sure I like this idea, because I think if the headquarters were to move out of downtown, the constant struggle between the urban subway and

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commuter rail aspects of Metro might shift more toward commuter rail. However, if the land is to be redeveloped, instead of a one-time cash infusion, why not redevelop the land into shopping and housing. More people living downtown will mean more people using Metro, and if the shopping were stores and restaurants that draw people to the area, that could generate revenue. Of course, the leases would likely make some money too.

As for the example of housing in China, the land around some of Metro's further-out stations could be developed into housing (mixed-use would be preferable), and the rents would generate income for WMATA.

David A. Rosenberg

To Whom It May Concern

This is my second email re the proposed changes.

The first probably was sent from my personal yahoo or gmail address.

i do not have a car and am totally dependent on Metro for transportation.

My most frequent routes are from Brookland to/from Medical Center or Grosvenor.

i also make frequent trips to Silver Spring, Metro Center, and Foggy Bottom.

i am not satisfied with any of the four proposed schedules.

The short story is AT A MINIMUM METRO SHOULD OPERATE UNTIL 12 MIDNIGHT EVERY NIGHT; preferably running until at least 1:00 AM on Friday and Saturday.

Continue to OPEN at 5:00 AM Mon – Thu, and OPEN NOT LATER THAN 7 AM on Saturday and Sunday.

If Metro takes away early AM and late PM service, i hope there will be lots of augmented bus service on major routes.

In addition to my full-time job as a contractor at NIH, i have a part-time job (11 years) as a House Assistant at the Strathmore Music Center.

i work one-two weeknights and often Friday, Saturday, and/or Sunday nights.

For night events, by the time all post-concert work is completed, i often cannot leave Strathmore (the building) before 11 PM which means i could not get into the Grosvenor station until 11:10 – 11:15 at the earliest. In the past, before i was eligible for senior fares, i often had to take the bus home, and often could not complete the trip from 16th and Irving to Brookland which necessitated calling my son around 1AM to pick up me or take a taxi. Let's not even discuss the anxiety wondering whether i would make the necessary bus connections and as a senior citizen standing and waiting at bus stops late at night. Also, since i now have my senior smartrip card, i can afford to work MORE events – make more money . . .

Since a lot of bars and restaurants don't close until 2AM, i cannot IMAGINE how negatively it will impact those workers who must get home in the early morning hours. Needless to say, it will impact patronage at bars and restaurants, and consequentially will impact hours or work on which many depend for their livelihood.

violet broomfield

(Contractor – CALIBRE)

National Institutes of Health

Office of Science Policy

Hello,

I am submitting testimony on behalf of Kathy E. Hollinger, President and CEO of the Restaurant Association Metropolitan Washington for the public comment period regarding the Metro schedule and maintenance time.

Please see attached.

Best,

Appendix A - Metrorail Operating Hours Written Testimony

Eden

Eden Raskin Jenkins| *Member Services Director & Policy Advisor*
Restaurant Association Metropolitan Washington

(Attachment)

Good morning Chairman Evans, Members of the board and staff. My name is Kathy Hollinger and I am the President and CEO of the Restaurant Association Metropolitan Washington ("RAMW"). RAMW has over 900 members across the entire metropolitan region. We represent an industry that brings in over \$2.6 billion in revenues, collects \$260 million dollars in sales taxes and employs over 61,000 people in the District.

We are here today in support of the DC City Council's Resolution to restore late night rail service. We have surveyed our membership and cannot definitively support any of the four scenarios put forth by the Metro Board. It is no coincidence that there has been a confluence of restaurants around high traffic metro stations such as Metro Center, Gallery Place, Clarendon, and Bethesda. Both employees and patrons alike rely heavily on the Metrorail system to get to or from their places of employment or favorite dining spot or watering hole.

The industry we represent includes full-service restaurants who fear Metro hour cutbacks on Saturday and Sunday mornings because it will impact their ability to attract customers for lucrative brunch business. Not to mention, restaurant employees rely on the metro to commute to work on the weekends. Also, restaurants, bars and nightclubs which stay open until 2 a.m. and 3 a.m. count on the system to get their employees and guests safely home. Some of these businesses report that sales have declined as much as 20% since the SafeTrack program started. In some extreme cases, employees have been forced to stay overnight at their restaurant because they have no way to get home when their route has been altered by the SafeTrack schedule. The impact is significant and cannot be ignored.

The Washington D.C. metropolitan region's transformation to an internationally known cosmopolitan city has been highlighted this year by D.C. becoming the fourth U.S. city to have its own Michelin Guide, an incredibly prestigious honor from a world renowned publication. In addition, Washington D.C. was named the restaurant city of the year by Bon Appétit magazine. Two other U.S. cities with Michelin guides have transit systems that operate 24 hours a day and a third operates 20 hours a day. Transit service, including rail, is critical in having these businesses continue to thrive, and in some cases even survive. We are not alone with these sentiments, businesses across this region want to make sure our area remains a competitive destination and desirable place to live, and the late night metro hours are crucial in supporting this.

We recognize that more attention needs to be paid and more resources need to be allocated to the maintenance of Metrorail. We applaud the efforts of Mr. Wiedefeld, you, Mr. Evans and other members of the Metro Board in thoughtfully addressing these issues so that the system is safe for the region's workers and employees. In making these hard choices, we hope you will look critically at what the real needs for maintenance time might be while also considering the needs of metro riders, businesses and residents.

Thank you for giving me the opportunity to testify, I am happy to answer any questions you may have.

Good evening WMATA,

I'm a daily rider of metro rail; I have also filled out a survey to this effect, but wanted to emphasize how much, as a single income family, the metro is my necessary life line to many weekend activities, including to a standing service project that I participate in on Sunday mornings, along with attending my religious service. Not having service until 12pm on Sunday's would be cost and time prohibitive for me, as well as other members of my service organization and church.

I strongly disagree with Proposal #4s hours of operation adjustment, and would prefer 1,2 or 3.

Respectfully, Stephanie Herbert

I feel as if this schedule change is like a bait and switch. Say you are repairing Metro and then switch the schedule or not bring the full schedule back. Unacceptable. PERIOD.

The changing or reducing of Metro Operating hours for the public were not made implicit when Safe track was discussed or being implemented. The schedule below is unacceptable, ANY OF IT. How dare Metro respond by offering what is acceptable to and not to the public.

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Restore the schedule in place before Safe track began. Period.

People's Livelihoods depended on the previous schedule.

There are constituents of this area who depend on the prior schedule and if Metro had let it be known that the schedule would be reduced and/or not even restored prior to Safe Track then there should have been a public comment period.

But to implement Safe Track and change the schedule without putting it back in place is outrageous.

I cannot support it.

Restore the previous schedule.

Constance J. Young, (C)
Program Coordinator IV
Office of Health Information Programs Development
National Library of Medicine, National Institutes of Health

I am a daily metro commuter, and have been for 19 years. Our house was purchased based on the availability of metro. I also use metro for evening activities, and live in the Maryland suburbs beyond the reach of regular metrobus. I have baseball and theater subscriptions that depend upon the use of metro. If a reduced schedule is adopted, I would urge you to have trains for special events – baseball playoffs, large races, etc. The nation's capital should not have a system that only operates on a partial schedule.

Linda Corbelli

Dear Metro,

What ever the hours are after Safe Track. Would consider making acceptions every one on in a while to open a little early or close a little later? For events like Redskins games, sports games and playoff games, concerts, marathons, and sponsors. Don't forget they would pay you for that extra hour(s). Just to be fair to the other people. Is it possible you could test it out during Safe Track Work for one of the late night Redskins games? Just think about this and how it affects, the riders, officials, businesses, and the city. Thank you for listening and please let me know ASAP!

Sincerely, Elias

To Whom it May Concern,

The proposed changes to Metrorail operating hours have not been sufficiently justified by WMATA's leadership. I cannot think of a reason why permanent service cuts must be made to Metrorail. The General Manager loves to talk about improving safety and restoring the system to a state of good repair. These are laudable goals that I think WMATA should pursue. However, when introducing SafeTrack, Mr. Wiedefeld claimed that the program would fulfill the purpose of restoring the system to a state of good repair. If this is the case, why are permanent service cuts needed? What WMATA should do instead is do whatever is necessary to restore the system to a state of good repair as quickly as possible. This may mean targeted shutdowns (a la SafeTrack) or other temporary measures. However, there is still no reason why a *permanent* cutback in hours makes sense for Metrorail.

Rail mass transit systems around the United States, and around the globe, manage to complete necessary maintenance with fewer maintenance hours than Metrorail even currently has. As far as I know, WMATA has failed to demonstrate how exactly they plan to use the extra hours they claim to desperately need. What will get fixed? When will it be fixed? If riders are to sacrifice service hours, then they need to know what the gains yielded will be.

By cutting late night service, WMATA is effectively sending a message to riders that their needs do not matter. These cuts will have the greatest impact on the riders that need and use the system most. WMATA staff seems to have this idea that riders will return to the system in the future, no matter how badly they are

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treated in these troublesome times. I've heard "transit-oriented development" referred to multiple times as a reason why riders will return. TOD is a positive trend in our region's development, but the key to TOD is frequent, rapid transit. Without rapid transit, even people who live near transit stations might chose to drive if they perceive transit to be an inferior option. Currently, riders have no reason to believe that WMATA is capable of providing actual rapid transit service. The proposal to curtail operating hours only solidifies the belief among riders that Metrorail is more commuter rail than rapid transit. While a commuter rail system might be easier to operate and maintain, it is not what was envisioned by the WMATA compact when it was signed in 1967. Simply put, the decision to curtail operating hours represents a betrayal of the intent of the WMATA compact, which called for a "comprehensive mass transit system."

In summation, instead of permanently axing late night service, WMATA should do everything in its power to restore the Metrorail system to a state of good repair, and then restore service to pre-2009 levels. WMATA needs to provide the citizens of the Washington Metropolitan Area with frequent, rapid, convenient, and affordable mass transit. Cutting back on operating hours represents a step back for Metrorail, not a step forward.

Best regards,
Michael Marks
Research Associate, Institute for Transportation and Development Policy

While I took the online survey, let me add this:

1. none of the four proposals is truly acceptable.
- 2 if one of these proposals must be adapted, Metro needs to concurrently compensate passengers for the hardships they are enduring. an excellent compensation would be the elimination of peak fares, as this treats all riders as sitting ducks since the great majority cannot adjust commute times.

Required maintenance may not be used to essentially say that the public be damned.

Metro needs to return to the opening hours it had before Safetrack and eventually move towards 24 hours operations as soon as feasible. All other options are non-starters. The proposed reduced hours would negatively impact hundreds of thousands in the DC area. If reduced hours were enacted and remained long term, I would strongly consider moving out of the DC area.

Best regards,
Kyle Farver, DC homeowner

Thank you for taking the time to read through my comments.

One of the things I enjoy most about living in an urban environment is the ability to successfully navigate through the city without the need of a car. I have lived in the DC area for 7.5 years now and have been carless since 2013. While, obviously, not all of my errands or trips need the metro, it is certainly convenient when its raining or 100 degrees or 25 degrees.

I picked my apartment based on the proximity to the metro (Virginia Square) as it is a viable option to get around the city.

That being said, I am truly horrified by the way things have been handled over the years that I have lived here. As someone who grew up in Chicago, I know the value of public transportation. To me, Metro has messed up time and time again with customer satisfaction, reliability and then turns the onus back on the customer to fix the issues.

Each day when I get off the metro at work, I see multiple people, walking out of the swinging gates for free. Does the infuriate me? Yes. But there is nothing I can do. I constantly see Metro employees watch this happen and make no effort to make them pay or do anything else to fix the situation. So what happens. Metro, to nobody's surprise, is at a lack of funding. That's because every day you let hundreds or possibly thousands of dollars walk right out the door and nothing happens. Yet, when it comes time to make up the difference, it will be the people riding the correct way who will have higher fares.

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You do realize that just raising the fares won't fix the problem. The people who are not paying now, will really not pay with higher fares and could even lead to an increase in people not paying.

Both in New York and Chicago, it is a single fare to get on and go wherever in the city you need to go. Here, we pay more than both places, to go sometimes 3 stops. If it is rush hour, it's more and then you get rid of the paper cards and that is more too.

Ridership is down because the Metro is not dependable. People in New York and Chicago take public transportation because they know it isn't going to catch on fire, derail, break down or have the litany of other problems Metro has had in the last few years. Your response of raising fares to fix the problem is going to continue to drive customers away and they will not come back.

Companies like Capitol Bikeshare and Uber/Lyft are becoming more prevalent because people need to get places. Many times, it would be cheaper to take the metro than it would to take a ride-sharing option, but people know that the ride-share will actually get them to their destination and not make them late. Three times in the last 10 days, it has taken more than an hour and 20 minutes for me to get from my office to my apartment (this is time solely on the metro or waiting in station after 1st picked up). This is a 35-40 minute trip max. There have been just as many times over that same span where I have made it home in 50 minutes or so.

Due to the level of dysfunction that has continued to occur, the good rides on metro are never talked about. I have never taken it when I have people in town as it is usually a waste of time and money. No company, regardless of industry, is without their faults. What you have done with Safetrack, while necessary is a disaster.

The fact that there are signs posted for upcoming work claiming "Extremely limited Shuttle Service" and "avoid traveling during rush-hour periods" is unbelievable. Public transportation, like other public entities, is supposed to make things easier on the public. While this work needs to occur, you are doing a disservice to your riders by essentially saying "figure out something else and, oh yeah, when you come back, we may hike your fees." Doesn't seem like very good service to me.

The options that you have given people to choose as to when shutting down the metro are abhorrent. You make it so that some people can get to work at some times, but not others. I realize there is no good solution, but maybe preventative maintenance over the last 40 years would not have put you in this situation. There needs to be accountability for the mass failures of your organization and it should not fall on those who need it most.

I am very fortunate that I have the means to deal with your failings and have it not affect my ability to get to work or the other parts of my life. I truly feel bad for those people who are left in the lurch due to the years and years of your turning a blind eye to the problems of your system.

Mark Priceman

I responded to a WaPo story in the comments section. This comment is copied and pasted from that one, with a couple of small edits and a second paragraph.

Considering how often I have heard the phrase "...buses replace trains between...", I wonder if Metro has considered stopping trains at the last station inside DC at midnight on each line, then running (frequent) buses to the 'burbs along the route of the tracks. The additional maintenance time gained could be dedicated to maintenance in the 'burbs, while existing hours could be used for work on the tracks within DC.

I do not know the cost of running buses relative to that of running trains, but I would guess that it is a bit less costly. A schedule like this could keep public transportation open, at least on weekends, for those who need it (late-night workers in restaurants, and people who are too impaired to drive), while opening a window of opportunity for maintenance for all track outside of DC. The time that is now available could be prioritized for maintenance within DC.

Chris Oberlin, Bethesda

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I must say that I am totally dismayed by this on-going issue of the Metrorail system closing earlier particularly during the weekend hours. What gets me is that Metro is a public operated system to serve the DMV. We as consumer's work late hours, we go to sporting events and we eat out late. Metro receives most of its funding via tax paying commuters in the DMV. So how can a publicly funded entity just decide to unilaterally close at any time it so desires? Maybe Metro should get a new general manager who knows how to operate in a large Metropolis? New York city's subway system is open for 24hrs; Metro should strive to be comparable to the New York city's train system. If Metro does not revert back to its late hours on the weekend the DMV should consider to withhold funding for the Metrorail system.

Reggie Harrison

Dear all,

I'm riding the metro daily on my way to work and also use the metro to get back into DC to go for dinners and see live music performances.

I was very disappointed last year, when it was decided that trains were not running after midnight on weekends and am very much in favor of re-instating those previous hours.

I believe it will make roads much safer, as it will reduce the number of drunk drivers on the street, that are not willing to pay for a cab ride back home. I also believe it will increase the profit of DC, as more people will attend late night performances.

Many thanks, Christine Hopp

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Andrea Cimino

Please enter the following testimony into record.

David Smith
DCA President

(Attachment)

Testimony for David W. Smith
President - Deanwood Citizens Association
WMATA Open House Public Hearing
Established 1912
October 20,2016

My name is David Smith, President of the Deanwood Citizens

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Association and a 30+ year resident of the Deanwood community. The Deanwood Community would like to first thank the members of the WMATA board for holding these needed public hearings, and hope that our testimony is heard by the ears, minds, and heart.

Recently, WMATA reported that one way to close its budget gap could be to close 20 Metro stations outside of rush hour, including seven that serve DC communities that are east of the Anacostia River. This budget gap proposals disproportionately impacts low-income and minority communities, a clear violation of civil rights law, and would be a separate and unequal approach to the distribution of public services.

The Deanwood Metro is the primary source of transportation for our communities workforce, elderly and especially our children. In Ward 7, 64% of children travel outside of their neighborhood to attend school, and many rely on Metro. As a father of five hard working high honor roll scholars attending educational institutions across our city, the Deanwood metro is critical for my children, and my neighbors, to get to and from school daily. Closing and reducing hours of operations would make it far harder for children to get to schools on time, participate in after school activities and after school employment opportunities. Adults would be hard pressed to access regional employment opportunities and access needed social and political life in the District which largely exist only outside of WMATA targeted stations. The economic and social impact of this type of WMATA action could and would be catastrophic.

Cutting service would dramatically change the calculus of development in Ward 7, and communities seeing the first green shoots of growth would instantly see them snuffed out. Tens of thousands of homeowners would see their home values decline, and DC would lose millions in tax revenue.

The Deanwood community request that you consider the human impact of this decision, and the direct decline in quality of life for the cities most vulnerable populations. Those positioned to govern these decisions should consider the massive amounts of investments and development of new metro stations in the last 10 years, compared to the lack of investment and maintenance of existing stations east of the river and in minority communities. Consider the non-working escalators and elevators impacts on our elderly and physically challenged at these targeted stations. Consider the economic impacts and ridership declines resulting from the consistent station closures for past due repairs and faulty patch work over the last ten years. The continued lack of investment into improving WMATA stations in majority minority and low-income communities has a direct relationship to both the current rider trends, the quality of life for community residents, and economic development.

These discussion and decisions should be based on or course budget, but centered on quality of life for all residents in DC and our region. Any action or inaction that completely ignores the human impact on marginalized and minority communities by protecting affluent stations in wealthier communities would be unethical and should be perceived as intentionally destructive. This is reminiscent of a "Trumped Up – Trickle Down" approach to budgeting which is unacceptable and should be completely ignored.

Lastly, I now question if WMATA has or is listening to the representation of the people of Ward's 7 & 8 in DC, and if not, urge you to contract minority businesses that are culturally competent to offer alternative suggestions and plans.

David Smith
President
Deanwood Citizen Association

I took your survey and chose Option 1, but it is not adequate. I think you need to compromise on the number of hours, and not demand what you say you require. You are like a Bus Driver who doesn't pick up any passengers along his route, because if he did, he couldn't stay on schedule.

I support proposal #3, but with closing on M-F at Midnight, so you get 2 1/2 hrs less than you want.

Paul Hannaford

Dear Madam/Sir:

Appendix A - Metrorail Operating Hours Written Testimony

Proposal #4 is not a viable option for those in my congregation who desire to utilize the subway on the weekends. We already have limited parking due to the congestion in the area and we are challenged with proposed bicycle lanes. As a member of the Downtown cluster of Congregations, the best option for our area are proposals 1 and 2. Please consider those favorably. I am thanking you in advance.

Rev. Oran W. Young, Pastor
First Rising Mt. Zion Baptist Church

I choose proposal 1.

Tanya Lee
Accountant, Accounting Services
Program Support Center
U.S. Department of Health and Human Services

I work on Sundays so a noon opening or a 10 pm closing on that day would be an extreme hardship and would possibly lose me my job.

These four choices are not good. You should allow us to select a closing time for each day, not have to select from particular patterns of hours that you have chosen. I prefer that Metro close at midnight and open at 5:00am on weekdays and 7:00am on weekends.

Ken Wood

Perhaps this may be durable if WMATA will agree to provide express buses to accommodate the late night hours for so many, many people who "have" to ride the metro rails late night in order to survive and maintain employment. This also includes many, many of the businesses that have to stay open late night, for example medical and emergency facilities, etc., and their employees and the people who seek the services of these establishments during the late hours.

In the word of Kevin Hart, "Really" WMATA. You can't just come to complete halt like that, or you are bound to bring on an enormous amount of human catastrophes in people lives -- Loss of jobs, homes, cars, family break ups, and maybe even a rise in crime of which we don't need, if they cannot get to their place of employments.

More strategic thinking is needed here.

Melanie E. Lott
Personnel Security Specialist
Office of Security Operations Badging and Credentialing
Food and Drug Administration
U.S. Department of Health and Human Services

Good afternoon, WMATA,

WMATA explicitly states that it "is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended." The website further explains Metro's objective as:

Toward this end, it is Metro's objective to:

- Ensure that the level and quality of transportation service is provided in a nondiscriminatory manner;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation in public transportation decision-making without regard to race, color, or national origin;
- Ensure meaningful access to transit-related programs and activities.

Appendix A - Metrorail Operating Hours Written Testimony

Below is just a sample of data that has been collected from communities East of the River. Much of the data is cited in the RAND Research Report: District of Columbia Community Health Needs Assessment (2013). Notably, the report indicates that "[i]n 2011, the D.C. population totaled 617,996. 49.5 percent of the District's residents are black."

This data clearly indicates critical elements that are essential to the quality of life for any human. Although the data was not compiled in 2016, we can certainly conclude that no significant improvement and/or growth has occurred to offer a wider array of health care (medical and behavioral health) services East of the River. There is still one hospital located East of the River. WMATA provides transportation for children who reside East of the River to attend school. Unemployment amongst D.C. residents is highest in Wards 7 and 8. Various data (including data from WMATA) *consistently* indicates that the demographics of Washington, D.C. Wards 7 and 8 are both largely comprised of minorities. Additionally, WMATA data consistently indicates that nearly thirty percent (or more) of its ridership is comprised of minorities.

I simply have the following questions:

- * How do the WMATA proposed station closures comply with Title VI of the Civil Rights Act of 1964?
- * WMATA utilizes data that includes the very residents/population that it intends to exclude from services. Why should residents serve as collateral damage because WMATA has egregiously failed to fulfill its commitment to consistently manage resources, deliver quality service and ensure safety?
- * By imposing disparate treatment, WMATA willfully subjects residents to potentially disproportionate and adverse effects by limiting access to medical care, employment, education, programs, activities, etc.. How does WMATA propose to address this harm?
- * Did any of the WMATA Board Members recuse themselves from the SafeTrack Initiative?
- * How can Councilmember Jack Evans ethically participate in the SafeTrack Initiative?

Kristal Wortham

Like Lt. Colonel Benjamin O. Davis eluded to in the movie, Tuskegee Airmen, "Many of us put our faith in Metro everyday. Are we only to be included when the mood suits you to bolster your 'robust' funding requests?" Our communities expect fair and impartial delivery of service. Our communities should not have to dictate demands or be poised for litigation because malfeasance is on the agenda rather than 'full and fair' decision-making.

Table 5.1 (Titled Key Findings and Recommendations from Focus Groups) RAND Research Report: District of Columbia Community Health Needs Assessment (2013) states that the "[l]ack of specialists, especially in Wards 7 and 8, leads to delays between diagnosis and treatment for certain conditions, particularly oncology care and pain management care."

2.2 Sociodemographic Characteristics of District Residents

In 2011, the D.C. population totaled 617,996. Table 2.1 details the population's sociodemographic characteristics: 49.5 percent of the District's residents are black, 35 percent are white, 10 percent are Hispanic, and 4 percent are Asian. Overall, the proportion of District residents that is black decreased between 2000 and 2011 from 59.5 percent to 49.5 percent, while the proportion that is Hispanic grew slightly from 7.9 percent to 9.5 percent, the proportion that is Asian grew from 2.6 percent to 3.6 percent, and the proportion that is white grew from 27.7 percent to 35.3 percent. Table 2.2 presents characteristics across the eight District wards. In Wards 7 and 8, more than 10 times the number of residents live in poverty than in Ward 3 (23.3 percent and 32.0 percent, respectively). Wards 7 and 8 continue to comprise mostly black residents, while Ward 1 has a large Hispanic population. In addition, Ward 1 has the largest percentage of individuals who are foreign born (22.4

Wards 7 and 8 have the largest proportion of their population represented by 0–17-year-olds.

Roughly 15 percent of the District's families live below the poverty line. Yet, the percentage of families who live in extreme poverty (or 185 percent of federal poverty level [FPL]) decreased from 2000 to 2011 (Table 2.1). The unemployment rate is highest in Ward 7 (19 percent) (Table 2.2).

Appendix A - Metrorail Operating Hours Written Testimony

Ward 8 has the largest proportion with less than a high school education (20 percent).

3.1 General Health Quality and Access to Preventive Services Among District Residents

Black residents report more days of impairment due to both mental health issues (4.5 days versus 2.2 days) and physical health issues (4.4 days versus 2.0 days) than white residents. Black residents also reported poorer health, lower rates of pneumococcal or flu vaccination, and more missed care in the past 12 months due to cost than white residents. Accordingly, black residents were three times more likely to report having no insurance.

3.3 Chronic Disease and Disability

There are also differences in the rate of adult chronic disease and disability by ward (Table 3.14). More individuals in Ward 7 have been told they have cardiovascular disease and asthma compared to other wards. The prevalence of diabetes appeared highest in Ward 8, followed by Ward 5 and Ward 7. Limitations due to physical or emotional health were more frequently reported in Wards 7 and 8, followed by Wards 1 and 5.

3.4 Reproductive and Sexual Health Births and Infant Mortality

There were 9,156 births in the District in 2010. Rates were highest in Wards 4, 5, and 6 and lowest in Ward 2. Table 3.16 shows infant mortality rates by ward in the District. For that same year, rates of low birth weight (<2,500 grams) were highest in Wards 7 and 8 and lowest in Wards 3 and 4 (DOH, 2012).

The number of births to mothers under the age of 20 declined by 8.5 percent from 1,057 in 2009 to 967 in 2010. The rate of births to mothers in this age range was highest in Wards 7 and 8 and lowest in Ward 4 (see table 3.16).

Sexually Transmitted Infections and HIV

D.C. continues to report high STI rates relative to the U.S. population. In 2010, the rate of reported chlamydia cases was 932 per 100,000 population (compared to the national rate of 426 per 100,000), the rate of reported gonorrhea cases was 350.9 per 100,000 population (compared to the national rate of 100.8 per 100,000), and the rate of reported syphilis cases was 22.3 per 100,000 population (compared to the national rate of 4.5 per 100,000) (CDC, 2010, Sexually Transmitted Disease Surveillance). By ward over a five-year period, rates of aggregate chlamydia and gonorrhea cases were highest in Wards 7 and 8 and lowest in Ward 3

(see Table 3.17). The rate of primary and secondary syphilis cases were highest in Wards 1 and 2 and lowest in Ward 3 over that same period (DOH, 2011). Hepatitis B and C are also of concern in the District and

4.1 Reported Use of Care Among District Adults

We use data from three sources to describe access to care among adults and children in the District. First, we summarize the self-reported use of care from available survey data—the BRFSS (for adults). Second, we use information on inpatient and ED discharges from District hospitals to demonstrate the rates at which these services are used. In addition, these data allow us to identify trends in hospitalization that are sensitive to the availability and efficacy of primary care. Finally, we provide summary data from FQHCs.

Figure 4.1 shows medically underserved areas/populations (MUA/MUP) as defined by the U.S. Department of Health and Human Services Health Resources and Services Administration (HRSA). Figure 4.2 shows primary care health professional shortage areas (HPSAs) in the District, which are very similar to the MUA/MUP. Primary Care Health Professional Shortage Areas in the District ("HPSAs") are defined as having a population to full-time equivalent primary care physician ratio of less than 3,500:1 but greater than 3,000:1 and having high primary care service needs and insufficient provider capacity.

Appendix A - Metrorail Operating Hours Written Testimony

Figure 4.1
Medically Underserved Areas/Populations in the District

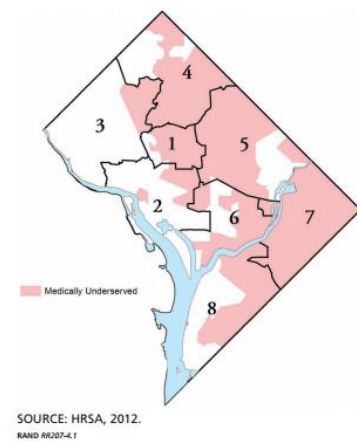


Figure 4.2
Primary Care Health Professional Shortage Areas in the District

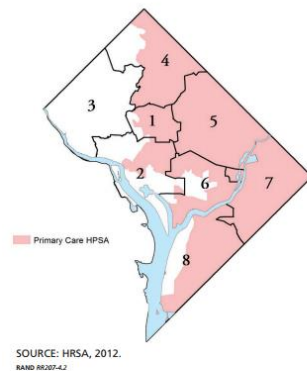
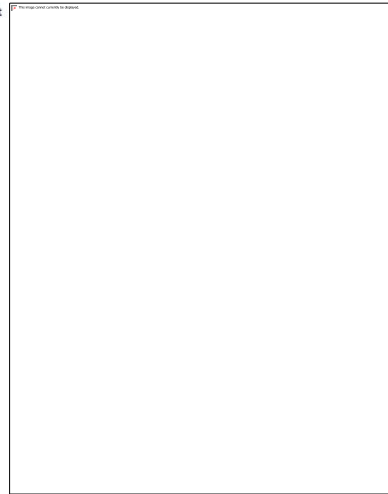


Figure 4.3
Hospitals and Primary Care Centers in the District



The report explains that "United Medical Center is the only hospital serving the population east of the Anacostia River. identified are locations of primary care physician practices, which are concentrated downtown, adjacent to hospitals, and in the northwest."

Figure 4.4 shows mental health HPSAs. To qualify as a mental health HPSA, an area or population must have a population-to-core mental health provider ratio greater than or equal to 6,000:1 and a population-to-psychiatrist ratio greater than or equal to 20,000:1, or, alternatively, a population-to-core professional ratio greater than or equal to 9,000:1 or a population-to-psychiatrist ratio greater than or equal to 30,000:1. Higher provider-to-patient ratios are often permitted in areas with high mental health needs. In the District, mental health HPSAs are present in Anacostia and also include several health centers: Mary's Center, Unity, Community of Hope, La Clinica del Pueblo, Whitman Walker Clinic, Elaine Ellis Center of Health, and Family and Medical Counseling Service (HRSA, 2012).

4.2 Inpatient and ED Discharges

Wards 7 and 8 have reported the most inpatient discharges among youth aged 0–17 years and adults aged 18–64 years. Ward 5 has the highest rate of discharges among those older than 65 years, though that rate has steadily declined over the past ten years (Figure 4.6). The volume of inpatient discharges does differ by hospital. Not surprisingly, Children's National Medical Center experiences the greatest number of discharges in the 0–17 age group; George Washington University Hospital reports the most in the 65 and older age group; and Washington Hospital Center reports the most in the adult population between 18 and 64 years old (Figure 4.7). ED Discharges Table 4.3 profiles ED utilization rates among District residents by age over the 2006–2011 period. Discharge rates were steady among those aged 0–17 through 2009 and then increased substantially in 2010 and 2011 (see also Figure 4.8). Rates were general steady for all other age groups. Please note, however, that we do not include United Medical Center data in this analysis due to data unavailability at the time of the study, thus declines in the rates among the adult population may be somewhat exaggerated. In total, ED discharges increased 8 percent between 2006 and 2011. As with inpatient discharges, the highest rate of ED discharges among youth (0–17 years old) and adults (18–64 years old) was in Wards 7 and 8. ED discharges were highest among those 65 and older in Ward 5 (Figure 4.9).

..... the top condition for United Medical Center in 2011 was schizophrenia, followed by diseases of the heart.

4.4 Ambulatory Care Sensitive Inpatient and ED Discharges

- ACS inpatient discharges are highest among those 0–17 years old, 18–39 years old, and 40–64 years old in Wards 7 and 8; but are highest in Ward 5 among those 65 and older, though that rate has sharply declined.

Appendix A - Metrorail Operating Hours Written Testimony

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 5

Appendix:

Table 1: Minority & Low Income Ridership by Fare Category

		Total Ridership, Avg. Weekday Sept. 2013	% Minority	% Low Income
RAIL				
Full Fare Peak, SmarTrip	Base	86,186	35%	8%
	Tier 1	99,203	38%	9%
	Tier 2	182,640	45%	7%
	Max	18,049	45%	5%
Full Fare Off-Peak, SmarTrip	Base	46,253	37%	14%
	Tier 1	45,077	42%	19%
	Tier 2	41,896	47%	18%
	Max	20,932	47%	15%
Full Fare Peak, Paper	Base	6,790	35%	8%
	Tier 1	6,214	36%	9%
	Tier 2	7,655	42%	8%
	Max	908	43%	7%
Full Fare Off-Peak, Paper	Base	7,234	35%	13%
	Tier 1	6,059	37%	17%
	Tier 2	4,797	42%	16%
	Max	3,212	44%	14%
Senior Peak, SmarTrip	Base	2,891	40%	10%
	Tier 1	3,576	44%	11%
	Tier 2	7,567	47%	8%
	Max	957	46%	8%
Senior Off-Peak, SmarTrip	Base	3,597	41%	18%
	Tier 1	4,940	48%	23%
	Tier 2	6,048	50%	20%
	Max	3,986	48%	16%
Senior Peak, Paper	Base	30	35%	8%
	Tier 1	34	36%	8%
	Tier 2	69	39%	6%
	Max	3	51%	34%
Senior Off-Peak, Paper	Base	60	34%	12%
	Tier 1	60	34%	16%
	Tier 2	92	34%	15%
	Max	40	37%	12%
Passes	1-Day Rail	7,122	39%	6%
	28-Day Rail	686	41%	10%
	7-Day Rail Fast Pass	1,115	42%	10%



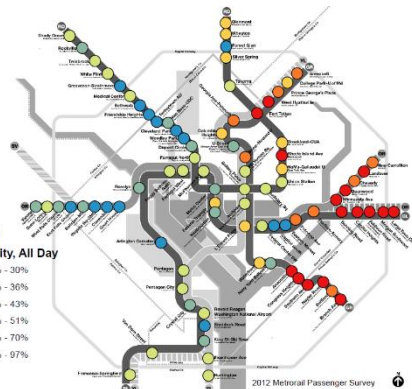
- ACS ED discharges are greatest among those 0–17 years old, with a sharp increase in 2010 and 2011. This increase appears to have been driven by ED discharges in Ward 8, followed by Ward 7.

5.5 Specialty Services

Participants identified problems with obtaining specialty care in the District, especially for persons who live in Wards 7 and 8. Oncology and pain management services were identified as being particularly problematic. Case managers and patient advocates cited pain management as an issue leading to frequent ED use. Few oncologists practice in Wards 7 and 8. Also, it is particularly difficult for persons to navigate the system to access oncology services both in the community and at various hospitals. Because of the limited number of specialists available, particularly for oncology, participants noted that residents, particularly those living in Wards 7 and 8, often have to wait for prolonged periods following diagnosis to obtain needed medical care. Poor reimbursement and a lack of motivation for doctors to donate charity care were cited as factors contributing to the shortage of specialists in underserved areas of the city. Due to limited outpatient pain management services in certain neighborhoods, participants noted that residents sometimes use the ED to help meet their treatment needs.

To read the report in its entirety, go to

http://www.rand.org/content/dam/rand/pubs/research_reports/RR200/RR207/RAND_RR207.pdf.



http://planitmetro.com/category/planning_studies/metrail-studies/

http://planitmetro.com/wp-content/uploads/2013/09/Low-Income-by-Metrail-Station_May2012_BW.png

Appendix A - Metrorail Operating Hours Written Testimony

ATTACHMENT D-3
FY2015 Operating Subsidy

FISCAL YEAR 2015 BUDGET SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrolbus Operating Subsidy								
Regional Bus Subsidy	\$348,024,486	\$146,931,050	\$50,293,271	\$59,627,805	\$15,813,587	\$26,922,176	\$636,457	\$46,535,031
Non-Regional Bus Subsidy	\$80,379,899	\$35,913,785	\$10,124,954	\$23,266,230	\$3,285,024	\$1,376,003	\$0	\$6,813,883
Subtotal	\$428,404,345	\$182,844,835	\$60,418,226	\$82,894,035	\$19,098,611	\$28,298,179	\$636,457	\$53,348,914
Percent of Total	100%	42.6%	14.1%	19.3%	4.5%	6.6%	0.1%	12.5%
Metrorail Operating Subsidy								
Base Allocation	\$235,910,427	\$80,621,900	\$43,775,082	\$38,678,450	\$11,178,541	\$23,154,657	\$765,309	\$38,021,501
Max Fare Subsidy	\$7,093,110	\$680,217	\$3,148,287	\$1,442,987	\$290,018	\$184,673	\$59,493	\$1,240,456
Subtotal	\$244,003,537	\$81,302,116	\$46,923,369	\$40,121,447	\$11,468,559	\$23,339,330	\$824,802	\$39,270,957
Percent of Total	100%	33.3%	19.2%	16.4%	4.7%	9.6%	0.3%	16.1%
MetroAccess Subsidy								
Percent of Total	100%	25.8%	19.9%	39.5%	0.9%	0.3%	12.7%	0.1%
Net Operating Subsidy								
100%	\$778,052,545	\$290,986,817	\$128,376,466	\$164,782,002	\$31,537,525	\$52,517,873	\$1,751,454	\$105,987,263
		37.4%	16.6%	21.2%	4.1%	6.7%	0.2%	13.6%
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Metro Matters Debt Service	\$21,281,162	\$10,725,706	\$4,969,151	\$5,533,103	\$0	\$0	\$0	\$53,203
Total Debt Service	\$21,281,162	\$10,725,706	\$4,969,151	\$5,533,103	\$0	\$0	\$0	\$53,203
FY2013 Audit Adjustment	(\$20,000,000)	(\$8,092,424)	(\$2,905,422)	(\$5,684,252)	(\$544,927)	(\$626,875)	(\$23,976)	(\$2,066,039)
Jurisdictional Operating Funding	\$778,333,707	\$293,619,898	\$130,440,195	\$164,630,853	\$30,992,598	\$51,891,098	\$1,727,478	\$103,921,224

Excerpt from Report by Finance and Administration Committee (C) 03-27-2014 for Washington Metropolitan Area Transit Authority Board Action/Information Summary (retrieved on 10/19/2016)

https://www.wmata.com/about_metro/board_of_directors/board_docs/032714_11C200690FY2015OperatingBudgetFINALIZED.pdf

http://www.wmata.com/pdfs/titleiv/TitleVI_Complaint_Form.pdf

Metro Code of Ethics

https://www.wmata.com/about_metro/docs/code_of_ethics.pdf

Metro Records for Public Review

http://www.wmata.com/about_metro/public_rr.cfm

WMATA Customer Satisfaction Report

http://www.wmata.com/about_metro/board_of_directors/board_docs/120315_4BCustomerSatisfaction.pdf

<http://planitmetro.com/2015/06/29/metrorail-rider-incomes-a-closer-look/>

WMATA Public Participation Plan

http://www.wmata.com/community_outreach/public_participation_plan/PPP_FINAL_executive_summary_English.pdf

(Attachments include Average Weekday Rail Ridership by Month by Station reports in Excel)

Hello, I take the MetroRail home from the District to Maryland on the Red Line each weekday evening. Sometimes I leave earlier, and sometimes later, up to around 11 pm. I've noticed, and maybe you've noticed this too, that as the evening progresses, more people of color are riding on the Red Line. From what I've seen, closing earlier on the weekdays would have a disproportionate impact on them. Many of them appear to be lower income people leaving work, on a non-peak time schedule, like myself. I'm writing to say I would prefer that the MetroRail stay open through midnight Monday through Friday because of this. I believe that the needs of working people should take priority over late night weekend entertainment. Thank you for your consideration.

Appendix A - Metrorail Operating Hours Written Testimony

Judy Din

To the Members of the Metro Board of Directors:

I write to urge you to reject the proposals to shorten Metro hours on weekends in such a way as to deprive members of the greater Washington, DC community with affordable public transportation on Sunday mornings, specifically transportation that is used to reach church services. Please do not select proposal number 4, which would remove metro transportation before noon on Sunday, or proposal number 3, which would delay opening the metro until 8am, denying many the opportunity to attend morning services.

I write to you as a parishioner and member of the choir at St. Matthew's Cathedral on Rhode Island Avenue, NW. Every Sunday morning, I arrive before 9am to the cathedral to rehearse for singing in the choir. Throughout the morning and early afternoon, I witness hundreds, and often thousands, of people coming to St. Matthew's from all around Washington, Maryland, and Virginia, who take the Metro in order to attend mass. I know it is the same for so many churches and houses of worship throughout Washington. I do not need to remind you that Sunday mass or services is the summit of Christian sacramental, spiritual, and community life for the vast majority of Christians. It is no surprise to a Washingtonian that, enshrined at the very beginning of the Bill of Rights, prominently displayed in the United States Archives, is the First Amendment to the U.S. Constitution that guarantees the freedom to exercise religion. It has been the law and tradition of our nation and community to respect religious practices as fundamental to the identity and lives of persons who choose to participate, as well as beneficial to the lives of the community at large. The churches in Washington are not only pillars in the lives of their members, but they are leaven in their community, collecting and distributing food and clothing for the homeless, visiting the sick and home-bound, welcoming immigrants and refugees, counseling couples and families, and ministering to the dying,

If you select a proposal that limits the hours of Metro services on Sunday mornings, you place a major obstacle in the way of these churches to continue operating in the way that best serves their members. You deny the thousands upon thousands who rely on the Metro to reach the place where they worship their God. And there is no question who will be hurt most by this proposal: the poor. While those who can afford cars will be able to drive in and even pay the often exorbitant added expense of city parking, it will be the poor who will be denied access to their religious community and to the sacramental rites that are at the heart of their faith. This dramatically impacts the church community, and will have lasting deleterious effects on the services that the church is able to mobilize for the benefit all of the citizens of greater Washington.

St. Matthew's Cathedral is an extraordinary institution and community that routinely makes history in Washington, DC. It was the site of the funerals of President John F. Kennedy, Supreme Court Justice William Brennan, as well as three papal visits, most recently Pope Francis in September of last year. I was there singing as the nation and the world looked to Washington in the spirit of great hope and celebration. During the extraordinary events of the Church and the city, it is the Metro that allows the community to navigate large crowds and traffic, and to participate in historic events that are the privilege for all members of our city and its surrounding areas. Whether it is in finding a peaceful oasis in the heart of the city to draw closer to the "still small voice" of the Lord, or in participating in a grand liturgy that enters into the life and history of the nation, the life of St. Matthew's and all of Washington, DC's churches are of inestimable value to the city and all its inhabitants. The churches of Washington have more members, are more vibrant, and can do more for the community because of the Metro's services on Sunday mornings.

It is my fervent plea that you reject proposals 4 and 3 in order to preserve Metro operation on Sunday mornings, and thus allow the masses, services, and religious lives of the people of the greater Washington area to continue to grow, flourish, and be of service to all of their neighbors.

Thank you for your time and consideration.

Sincerely, Michael O'Rourke

Thanks for the survey to Metrorail operating hours. (I just completed it.)

This is a comment and doesn't require a response. I'm just wondering: How will you limit over-representation of those of us who are lucky enough to have a full-time job with access to the survey?

Appendix A - Metrorail Operating Hours Written Testimony

Thanks again, Marean Duarte

For my daily commute (M-F) I use MARC Trains to Union Station, then bicycle to my office on Capital BikeShare, or use Metrorail if the weather is bad. Any of your proposed schedules including what you are doing now works for my everyday commute.

I am a sports fan. I attend a number of Washington Capitals and Washington Nationals games, and I have used Metro from Shady Grove or Grosvenor to the Ballpark or Verizon Center. For special events, such as the MLB Playoffs, NHL Playoffs and for particular other special events such as the Army 10 Miler and Marine Corps Marathon, I think that Metro should be more flexible about providing extra late night service for the special playoff games and extra early service for those special event races. These particular events draw many extra people into traffic-stressed areas. (est. MLB=42,000 fans; NHL=18,000 fans; Army 10 Miler=34,000 runners; Marine Marathon=30,000 runners). I know there are other events, and you have to "draw the line" but it would seem to me that some accommodation could be made on the few days when these well-attended events occur.

Other one-time non-sports events that I think you should consider expanding service includes New Year's Eve to New Year's Day (to keep drinkers off the road), Independence Day (huge crowds at night), and the upcoming Inauguration Day (early start).

<Frank>

Frank J. Hearl, PE

D.C. Nightlife Hospitality Association (DCNHA)
Thursday, October 20, 2016

TO: Washington Metropolitan Area Transit Authority (WMATA)

RE: OPERATING HOURS – Docket 16-03, Hearing No. 611

Attached please find a written statement submitted by the D.C. Nightlife Hospitality Association (DCNHA), as presented earlier today as oral testimony at a WMATA public hearing, to be included as part of the public hearing record on "Restriction of Metrorail Operating Hours" (Docket 16-03, Hearing No. 611).

Mark Lee, Executive Director
D.C. Nightlife Hospitality Association (DCNHA)

(Attachment)

Washington Metropolitan Area Transit Authority (WMATA) Board Members:

My name is Mark Lee and I serve as Executive Director of the D.C. Nightlife Hospitality Association (DCNHA), a nonprofit trade association representing local bar, restaurant, nightclub, and entertainment venues of all types and sizes, located throughout the city, and contributing to a vibrant community nightlife and dynamic nighttime economy in the District.

Hospitality is the largest hometown private sector business category and a primary employer, leading job creator, major tax revenue contributor, key economic development generator, and provider of the popular dining, drinking, and socializing amenities that generate approximately one---fifth of the District's total tax revenues and overall economic activity, and more than 80,000 jobs.

These significant economic contributions to the fiscal viability of the District are threatened by the Metro management proposal that nighttime rail transit service be both further reduced and permanently eliminated.

Appendix A - Metrorail Operating Hours Written Testimony

The D.C. Nightlife Hospitality Association joins D.C. Mayor Muriel Bowser, all 13 members of the D.C. Council, D.C. Councilmember and Washington Metropolitan Area Transit Authority Board Chair Jack Evans, other business associations, community organizations, and transit advocates in calling on WMATA to fully restore late--night Metrorail service immediately following the scheduled conclusion of the SafeTrack repair program in the spring.

Washington is no longer a sleepy provincial Southern river town. The District has grown greatly in population and has evolved to become a vibrant and dynamic world---class city that functions on an elongated schedule for both work and play.

When the WMATA Board asked area residents and businesses to invest in nearly a year of transit interruptions and the temporary suspension of weekend nighttime service, we committed to supporting the future of a viable rail transit system. Hospitality establishments knew that our willingness to make that investment would come with a price.

District bars, restaurants, and nightclubs have been negatively affected to varying degrees. Many venues have suffered significant revenue losses due to decreased patron accessibility and mobility on weekends, for some as much as 20 percent.

We made that investment without complaint.

The hardship has been much worse for nightlife hospitality employees. Similar to the entire workforce employed in the District across all business sectors, slightly more than 40 percent of hospitality employees commute into the city – primarily by Metrorail.

Employers have modified staff schedules to accommodate the cutbacks in rail service, representing a reduction in income for many employees, and workers have formed carpools to and from work. Some employees, however, have been forced to sleep at their place of employment until the Metro system re---opens.

We made that investment without complaint.

We're now told, for reasons never explained, Metro can't accomplish ongoing maintenance in more than the time allotted by every other major urban rail transit system in the country, or by anything less than a complete system shutdown. We're told we have to accept new and more severe reductions in service, and on a permanent basis.

The investment we made without complaint has yielded only surrender by Metro management to a declining ridership and an accelerating "death spiral" for the transit system that is the lifeblood of the economy of the District and the region.

We expect, and demand, a better return on our investment.

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- A great number of our congregants are senior citizens who don't drive to church;

Appendix A - Metrorail Operating Hours Written Testimony

- Over half of our current congregation lives outside of walking distance; many consider us a “commuter church”; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers.

Respectfully, -Porsche Vanderhorst

As an adult educator working in DC, the co-chair of the DC Adult and Family literacy advocacy committee, and a daily metro rider, I was disappointed to hear about the changes to Metro’s weekend schedule. While I understand the need for increased maintenance hours, these changes seem to have an extremely negative effect on both the prosperity of the city and the economic opportunities available to DC residents.

While much has been said about evening closures, and I support the council’s resolution against them, more needs to be said about early morning closures. I currently teach students studying to become medical administrative assistants and building maintenance technicians (BMSTs). Individuals working in both of these positions (but especially BMSTs) often have to work early or on call hours during the weekends. Many of our students already must take public transportation because they cannot afford the costs associated with driving or because they have lost their licenses due to tickets or unpaid child support (the latter is especially common among BMSTs). These changes would especially effect them because most of my students work in Ward 7 and 8 where the only extension of bus service scheduled is to the A8 (which only serves east of the river). It is shortsighted for Metro to create barriers to employment for individuals who are working to become more productive members of society, especially when riders are the main source of Metro’s revenue.

While I believe that the most equitable solution to this problem is a full rail replacement bus service, Metro should, at the very least, extend bus services so that there is more ready access to downtown DC (where most employers are) from wards 7 and 8. It is shortsighted for Metro to create barriers to employment for individuals from these wards, especially when the service relies largely on ridership for its revenue.

I also am concerned about the transparency of this process. Like many, I remain skeptical that the four options presented are the only options available. Had metro released and publicized the details of this decision and elaborated on their rationale, it could have avoided the strained goodwill that the SafeTrack process has created. I am equally concerned about the statement on Metro’s website that Metro will “explore partnerships that encourage private carriers to provide late night service options to Metro customers.” Given the problems with wage equity that Circulator and MetroAccess drivers have experienced, I worry that these private partnerships, whatever they may be, may serve only to create more working poor.

I thank you for your time and I hope you take these comments into consideration.

Best, Dirk A. Keaton

1. I’m in favor of Metro management to have the most convenient hours available for SafeTrack operations, while also considering the transportation needs of D.C. area workers that work late on Friday and Saturday nights. I vote for Prop. #4.

2. Churches should be part of the solution, and should encourage worshippers to make use of the expanded bus service “promised” by Metro management. I am urging Metro to arrange bus service along the route, from the Metro stations that would be closed, and place information signs clearly, indicating this service. Surely, this would substitute efficiently for rail service?

Further comment:

I suggest that trains’ speed be lowered as they approach the platform, for passengers’ safety, and that operators make their announcements clearly understandable; I’ve heard garbled phrases on some trips.

Sincerely, Laetitia Combrinck

To: General Manager Paul J. Wiedefeld , Chairman Jack Evans, and Members of the Board of Directors, WMATA

Appendix A - Metrorail Operating Hours Written Testimony

Greetings, my name is Ron L. Magnus, I serve as a long-standing member of the Diaconate Board of New Bethel Baptist Church in Washington, DC. My church is located at 1739 9th St N.W. across the street from the Howard/Shaw Metro Station on Georgia Avenue and the Shaw Library on Rhode Island. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. If you accept a proposed change to Metro service that would begin after 8 am on Sunday, that would be devastating to New Bethel and many other neighboring churches. Please consider the following specific factors about New Bethel Baptist Church:

New Bethel is an historic church in the District of Columbia, pastored by the dynamic Rev. Dexter Nutall. Our church has become quite active, supportive and certainly a positive force for the good of our community:

- A great number of our members are senior citizens who don't drive to church and rely heavily on WMATA;
- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is already so difficult that many choose to use Metro service as a smart alternative to driving to services.

Certainly we are very grateful for the tremendous services of the Washington Metropolitan Area Transit Authority ("WMATA"). We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits now underway through the safe track renovations.

To be sure, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many members of our church who rely greatly on the convenience of Metro. We are not in favor of reducing the operating hours of Metro on Sunday's, the lifeblood of our church participation.

Regards, Ron

Ron L. Magnus, Esq.

Legislative Counsel, COW

The Council of the District of Columbia

Chair, DC GMHM 2016

General Counsel, GMWA, Inc.

Chair, GMWA Serves

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Paul Karrer

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA,
Please be advised that my preference for changes in service hours would be Proposal #3.
Thank you very much. Elizabeth Houghton

Dear General Manager and Board of Directors of the Washington Metropolitan Area Transit Authority. I appeal to you. Please read attached letter.

(Attachment)

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

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- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Angela McKinney

General perspective is that Washington DC is very dependent on evening and night events, so maintaining weeknight and late weekend service is very important to the city's economy. I am not convinced that very early hours 5AM are essential during the work week and this time frame can be adjusted. While I have used late night service frequently, I have never ridden the Metro before 6AM. So, I offer the following suggested schedule to get to 44 hours of maintenance-

Mon – 6AM – 12AM
Tue – 6AM -12 AM
Wed – 6AM – 12 AM
Thurs – 6AM – 12AM
Fri – 6AM – 2AM
Sat -9AM -2AM
Sun – 9AM – 12AM

This approach would provide essentially 18 hours of service for each day with the exception of 2 hours of added service on Friday and 2 hours of lesser service on Sunday. It would also provide 44 hours for maintenance with 6 hours on Monday to Friday early mornings and 7 hours on early Saturday and Sunday mornings. While there may be some people who could not adjust to the later morning start, I believe that most people could; and if needed added bus service during reduced traffic could serve these individuals linking to a few core Metro stations closer in to DC

If Metro concludes that it cannot reduce early morning service (5AM start), rather than compromise night service, it should consider continuing what it is already doing with regular single tracking between stations or sporadic longer shutdowns based on need.

Appendix A - Metrorail Operating Hours Written Testimony

Thanks for the consideration

Bill Connelly

A regular Metro rider

October 25, 2016

To: General Manager, Paul Weidefeld

Jack Evans, Chair

The Metro Board of Directors

Washington Metropolitan Area Transit Authority

No to Option 4 in the newly planned Metro operating hours

On behalf of the Downtown Cluster of Congregations and its 50 member congregations, thank you for the opportunity to offer written testimony concerning the proposed option of a 12 noon Sunday opening of the METRO trains. My reason for writing this is to express opposition to Option 4.

More than 2 decades ago the Downtown Cluster of Congregations and its members supported an earlier opening time for Metro on Sunday mornings than existed then. The new ability to get to church programs and services on Sunday mornings was welcomed by citizens who lived near bus lines that were eliminated in order to force said citizens to ride the subway. I personally thought that was a cruel policy to enforce, even though I drove or rode the bus to my church.

Not opening the train service until 12 noon on Sunday creates a transportation hardship for too many church-going residents, regardless of denomination. Most Sunday church services in the area begin before 12 noon.

While I understand those persons who are owners of businesses that remain open past 12 midnight want train rides available to their customers and employees, consider that these are not the only people who ride the subway, regardless of time of day. Perhaps all members of the Board of Directors have cars in which to drive them where they want to go and it's not high on their agendas how individuals move around the city, including where they go to practice their faith and fellowship.

I agree with one of our DCC members that Option 4 has the unintended consequence of being an indirect attack on the faith community. While I commiserate with those persons who want to enjoy a social life away from home after 12 midnight, there are other people to consider who contribute to the functioning of a society. More than anything, I don't like any of the options presented. However, I reiterate that Sunday morning openings should be earlier than 12 noon; the current 7:00 a.m. would be good, even though I realize you can't serve every need.

I have another personal concern. Why are there no public telephones in WMATA's Metro stations? Metro makes major changes and citizens may get stuck missing a last train and have no way to contact whoever is waiting at their destination. Everyone does not own a cell phone. I hope much positive consideration is given to aligning bus routes to make up for the eliminated train rides and that signs of changes are clearly written and posted.

Maxine Maye, D.C. Resident, train and bus rider since Capital Transit

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

No to Option 4

On behalf of All Souls Church, Unitarian, we thank you for the opportunity to offer written testimony concerning the proposed option of a 12noon Sunday opening of the METRO trains.

Appendix A - Metrorail Operating Hours Written Testimony

We oppose option 4.

All Souls is an historic multiracial congregation of over 1000 people located in Columbia Heights. Our members live throughout the DMV area and many, including myself, travel to church using METRO trains.

Opening the trains at 12pm on Sunday creates a transportation hardship for too many members of our congregation and other congregations whose members rely on METRO trains as their sole source of transportation to church worship. Our worship services and children's religious education are at 9:30 and 11:15 am. Many of our families coming to church school also use the METRO trains as their sole source of transportation.

This is why we are strongly urging WMATA to consider option # 3. Option #3 keeps the trains open until 1am while reopening Sunday morning at 8am. This to us is a better and fairer approach. It is not lost on us that there are those in community concerned about Saturday night business clients. We hear them and believe there should be a compromise, this is why we are suggesting METRO adopt option #3.

While we support METRO's goals of improving safety and reliability, we believe that Option no. 4 has the unintended consequence of being an indirect attack on the faith community. Considering the impact on our members, we are in full support of proposals 1, 2 & 3 which would allow members of our community and our church to attend worship services. Also these options allow individuals to get to work and option 3 provides a later night closing for late night travelers.

As an integral part of this community we implore WMATA to take seriously our opposition to option 4 and return to us a favorable response.

In faith,

The Rev. Dr. Robert M. Hardies
Senior Minister
All Souls Church, Unitarian, Washington, DC
www.all-souls.org

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

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New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

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- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully,

Appendix A - Metrorail Operating Hours Written Testimony

Nia McLean-Johnson, M. Div
Member of New Bethel Baptist Church

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Michael Chelen

WMATA Board Members and General Manager Paul Wiedefeld,

I am sending this written testimony to express my opposition to the proposed cuts discussed at the October 20th hearing. In addition, I am writing to oppose the outrageous service cuts published in the Finance & Administration Committee Information Item IV-A for FY 18.

These off peak service cuts, should they be implemented would have a disparate effect to the Deanwood community and other neighborhoods in DC Wards 7, 8 and Prince George's county. They would create a two tiered transportation that excludes much of the region's African American & Low Income population. The appearance of these service cuts appear transparently discriminatory and are deeply regressive.

These proposed cuts are not progressive as they do not seek a middle ground. A reduction in service would further reduce Metro revenue, as ridership at many Ward 7 stations is higher during off peak times. In addition, by instituting an indefinite reduction in service hours, rider would perceive the Metro is a failing system and would utilize other methods of transportation. Thus, overall ridership will continue to decline year after year. Because the proposed service reduction continues the usage of the New Carrollton and Largo stations, many Ward 7 residents would observe active trains roll through their neighborhoods without stopping. Again, the appearance of these service cuts appear transparently discriminatory and are deeply regressive.

All proposed service cuts do not serve the Greater Deanwood community. As for WMATA's intentions in publishing this proposal to stimulate public discussion, hopefully the Metro Board now see the importance of developing progressive solutions that provide equity to all Transit riders.

Let me educate you on the consequences of service cuts to the Greater Deanwood community.

Many Ward 7 residents commute over the river for work. While many of us work 9 to 5, many more work afternoon or night shifts. Both of these proposals would impose great hardship on people like nurses, restaurant workers and people who work hospitality. For many of my neighbors, late night service is an economic necessity, not a luxury. Many workers already have to sleep overnight at their jobs because they can't get home. If your propose cuts were enacted, many of my neighbors would lose their jobs or be forced to leave their homes.

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More than half of the Ward 7 children travel outside of their neighborhood to attend classes. More than 1,100 students travel into Ward 7 to attend charter schools like Caesar Chavez Parkside and Friendship Collegiate Academy Public Charter School. Many of these take advantage of DC's Kids Ride Free program. If your proposed cuts were enacted, the educations of thousands of students would be negatively effected. It would put an additional hardship on their families to create an alternative method of travel to attend school, participate in afterschool program, afterschool jobs and other opportunities.

These economic impact of this reduced service proposal would slow or reverse the momentum of future projects for Ward 7. Because every Ward 7 Metro station is the site of new Transit Oriented Developments, reducing service at our Metro stops would disincentives developers to build destination sites needed to spur economic development. With development shuttered, thousands of local jobs would not be created, and another generation of Ward 7 residents would be denied access to amenities and retail that they long struggled to bring to the community.

In addition to reduction of economic development in Ward 7, the proposed service cuts would also have a negative impact on home values in all neighborhoods. Ward 7 has a high rate of home ownership due to working class people who have proudly maintained their homes for decades and even generations. Today, these are seniors on fixed incomes. If your proposed cuts were enacted, the home values of my neighbors would be devastated and retirements would be adversely affected.

Our community has already suffered from years of service disruption and station closures. While much of the system has suffered, Ward 7 stations, such as Deanwood are amongst the most likely to be closed for weekend track work and the most likely to suffer from diminished service via single tracking. It has been WMATA's work policies, WMATA's work schedules, and WMATA's disasters that have driven down ridership at our stations. Ward 7 residents must not be further punished for damage already inflicted on our community.

Again, I must reiterate my opposition to the proposed service cuts to potentially save money and create additional hours for track maintenance work. Other rail systems such as the New York Transit and Philly Transit have successfully conducted maintenance while providing more hours of service than WMATA does currently. Moreover, WMATA does not need to close the entire system early to conduct work, when Safetrack provides a precedent that work can be performed on needed portions of the system. This proposal to reduce Metro service hours must not occur so we can continue to work towards equality and equity for the underserved DC neighborhoods in Ward 7 & Ward 8.

Regards,
Antawan Holmes
ANC Commissioner SMD-7C07

Good afternoon
Please provide train service before 8am on Sundays. This will allow me to have transportation to church without having to take a cab.
Your understanding and consideration are appreciated.
Regards
Harriett Bell

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Daniel Kessler

Dear wmata,

As a professional church musician, I rely on metro to get to my job at the Cathedral of Saint Matthew the Apostle every Sunday morning. Proposal 3# and especially proposal #4 would force me to use other, more complicated and more expensive methods of transportation to arrive on time to my job. I need Metro to be open at 7:00am every Sunday at the latest. Please do not institute proposals #3 or #4.

Sincerely, Mark Bublitz

I vote for Proposal #1.

Thank you for the opportunity to provide feedback.

Sonia M. Picado
Hispanic & Veterans' Program Manager
Office of Operations
Office of Equal Employment Opportunity
U.S. Food and Drug Administration

Testimonial for Proposed Changes to Hours of Operation: No to Option 4

To Whom It May Concern,

My name is Norma Canedo and I am 28 years old. I am a longtime resident of DC, raised in the city, and have been living here since I was a young child. Being a longtime resident of DC my family and I have relied mostly on using the Metro system for most of our lives.

I am also a parishioner and a staff person serving as the Coordinator for Social Justice at the Cathedral of St. Matthew the Apostle. St. Matthew's is located in a central location in the city, just between Farragut North Station and Dupont Circle Station.

When I heard about the possible changes to Metro's hours of operation, I was astonished to hear that Option 4 could even be listed as part of the proposals.

As a member of the Catholic faith community and as an almost lifelong member of my parish community at St. Matthew's, it was heartbreaking to hear that Metro was proposing to open at noon on a Sunday. Sundays are sacred days for not only Catholics, but also other Christian and non-Christian religious communities.

A late opening from Metro means asking a large population of DC, MD, and VA to change their time of worship and possibly their place of worship where they prayerfully gather weekly with their community of faith. As someone who has attended our parish's Spanish Mass since I was about 4 years old, I would feel devastated to have to suddenly change when and where I attend Mass on Sundays. People should have the freedom to practice their faith as they see fit, regarding their preference of time, place, and community with whom they wish to do so.

I ask you to please take into consideration how Option 4 could negatively impact numerous people of faith who rely solely on Metro to get to their respective places of worship throughout DC, MD, and VA on Sunday mornings.

Appendix A - Metrorail Operating Hours Written Testimony

I respectfully and firmly say “no” to Option 4.

Sincerely,

Norma Cindy Canedo
Coordinator for Social Justice
Social Justice & Community Service Ministries
Cathedral of St. Matthew the Apostle

Dear WMATA Board members,

This is the nation's capital. I have a friend born in New York City who reckons it absurdly provincial not to have an all-night subway service. I think he's right. A country that is serious about Global Warming, i.e. Disastrous Climate Change, will do everything it can to break the dependence upon motor cars.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Albert Rogers

Please find the written testimony attached on the above Docket number for your consideration.

Hon. Todd M. Turner
County Council Member – 4th District
Prince George's County Council

(Attachment)

Dear Mr. Wiedefeld:

I would like to take this opportunity to individually as a member of the Prince George's County Council to provide written comment on the Washington Metropolitan Area Transit Authority (WMATA) proposed Restriction of Metrorail Operating Hours - Docket B16-03 that is subject to a Notice of Public Hearing this month. I appreciate the time and effort that the WMATA Board and staff has put into the preparation alternative proposals presented at the recent public hearing to increase maintenance and reliability on the system. The hearing and survey are an excellent opportunity to allow both the regional stakeholders as well as the riders to express their concerns or comment on this important change.

I also appreciate the difficulty in balancing safety and repairs of the system with the potential service impacts on ridership and to the region's economy. I further recognize that as a regional system, by necessity, must take into account the varied perspectives of the regional stakeholders and its

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riders. At the same time, you must be sensitive to the economic and employment realities of our citizens who rely on public transit on a daily basis, including during late night hours. The proposed restrictions must limit disruptions and unreliable service to a minimum level. Therefore, I believe that that the priorities of the WMATA should be the safety of its riders, a state of good repair and a more reliable system.

I would request that you, your staff and Board members find a reasonable and responsible compromise on the temporary necessary for reduced hours in the short-term. Finally, I join with our regional partners and colleagues in supporting WMATA's efforts to again be a premier transit provider. Please let me know if there is any other support I can offer to you. Should you have further questions regarding this matter, please contact me directly. Thank you for your fine work on behalf of both the Washington region and the County.

Sincerely,

Hon. Todd M. Turner
Council Member – District 4
2012 Chair, Metropolitan Washington Transportation Planning Board

WMATA Proposed Hours of Operation
October 25, 2016
Page 2

cc: Mr. Jack Evans, WMATA Board Chair
Mr. Malcolm Augustine, Prince George's County WMATA Board Representative
Ms. Keturah Harley, Prince George's County WMATA Board Representative
Hon. Rushern L. Baker, III, Prince George's County Executive
Hon. Derrick L. Davis, Chair, Prince George's County Council
Mr. Darrell Mobley, Director, Department of Public Works and Transportation
Mr. Pete K. Rahn, Secretary, Maryland Department of Transportation
Ms. Jane Williams, Director, Washington Area Transit Office

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Adam Lind

Appendix A - Metrorail Operating Hours Written Testimony

I and many others attend church on Sunday mornings. Option 4 is particularly bad for church goers. Due to parking limitations and the many Sunday morning races many of us use Metro to get to church. Option 4 would mean we could not do so. One of our big services is to help the homeless of the District. By prohibiting the ability of members, especially our senior citizens, it would also impact many of our service programs.

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Melisande Smith

To whom it may concern,

I would like to vote for proposal #1 or #2.

Thanks.

Best, Lauren

Please find attached U Street Music Hall's written testimony regarding late-night Metro changes.

Thank you,
Liz Hoffman

(Attachment)

U Street Music Hall Joins DC Nightlife Hospitality Association and Others in Call for Return of Metrorail Late-Night Service

Mark Lee and the DC Nightlife Hospitality Association have indicated that hospitality is DC's "largest hometown private sector business category and a primary employer [and] leading job creator". It accounts for more than 80,000 jobs—33 of which are found at U Street Music Hall.

There are at least three late shows per week at U Street Music Hall (U Hall): doors do not open until 10 or 10:30pm, which means that last call for the bar is not until 2:30am on the weekends. Patrons leave between that time and 3am; staff members stay later. Metro's proposed weekend closing time of 1am will *severely* impact both club-goers and club staff.

Metro should be a dependable, reliable, and inexpensive travel option for patrons, and it's particularly important for patrons to avoid drinking and driving. While Uber and taxis can be convenient alternatives, they become prohibitively expensive, depending on where patrons are coming from and/or going.

Appendix A - Metrorail Operating Hours Written Testimony

Metro and Metrobus are safe alternatives.

A large number of our staff rely exclusively on WMATA for transportation to and from work. Alternative forms of transportation have had to be made during SafeTrack, but if Metro hours changes become permanent it would put a serious burden on these staff members. A large percentage of their wages would be spent on transportation: whereas before they could pay \$3 or \$4 on metro fare, now Uber and taxi rides cost upwards of \$20.

Metro's proposed 1am closing time will greatly reduce the amount of business done at U Hall. Patrons whose primary mode of transport is WMATA will leave much earlier than usual, or may not even attend concerts at all. Not only will this hurt U Hall and the greater hospitality and nightlife industries, it will hurt the city of DC as a whole.

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- A great number of our congregants are senior citizens who don't drive to church;
- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully,
Deacon Damion Jones

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The WMATA Board demonstrate that METRO's word can be trusted by naming, trying, and firing those who refused the scheduled entry to a track section to be renovated for TWO HOURS, marooning 100 workers, countless expensive machines, and tons of materials and parts. This unbelievable waste of scarce METRO dollars led to track not being repaired on time, which no doubt set back the Safe Track schedule an even longer time.

2. By firing, after a fair investigation and hearing, those lackadaisical folks who consider the public trust an offense to their ability to relax on the job, the word would creep out on the METRO grapevine that actual work is expected on the job. A new mindset by every last employee is mandatory if the ethos of "who cares", is to be replaced by a servant-minded esprit d'corps.

Appendix A - Metrorail Operating Hours Written Testimony

3. Only when this is done could such sacrifice be demanded of those who cannot back up their lost, late night METRO ride with a \$40 Uber trip.

As it is, were the METRO to be given an additional two hours to repair tracks, how are we to be certain that one of the two hours will not be spent on hanging around, waiting for the track to open?

An acceptable period of time between the scheduled track opening for repair and the commencement of actual taking possession of the work site might be five minutes, max. Two hours is unacceptable.

John F. Corkill, Jr. AIA

Early METRO backer, recipient of the "Metro Memos", sent out to supporters of METRO during the first days of trying to get work started when Congressman Natcher was holding up the starting date through a time of low inflation until the Three Sisters Bridge compromise and the Nixon Administration prized approval loose from Natcher's cold, nearly lifeless fingers. When work actually did start, hyperinflation was taking off and cost overruns were then the order of the day, with the opponents crying foul, when it was their own opposition that pushed construction back so many years.

Please see attachment.

Barbara Bibbs, Town Clerk
Cheverly, MD

(Attachment – note scanned pdf imported to Word, excuse typos)

The Cheverly Town Council met on Monday October 2 and unanimously agreed be signatories on a letter sent to the WMATA Board from many elected officials from Prince George's and Montgomery County. That letter asks that the WMATA Board provide a more transparent study of the equity and ridership impacts of any proposed changes, as well as consider alternatives to improve maintenance, before making a decision to decrease operating hours. The Town of Cheverly completely concurs with the concerns outlined in this letter.

The Town of Cheverly also strongly opposes the unofficially proposal floated via news outlets that 20 stations be closed during evenings and mid-day in order to further reduce costs. This proposal was floated with no supporting information, and served no purpose other than to make riders in metro centric communities like Cheverly fear for the future of their transportation.

The social justice issues raised by this unofficial proposal are obvious. However, a decision to reduce service to a limited number of stations penalizes those citizens who have made the financial decision to purchase or rent homes and apartments near metro stations. Reducing service hours impacts every commuter as few commuters enjoy the nine to five work day that the Metro Board seems to envision. Reducing hours at specific metro stations means that virtually every metro rider will need to find alternate transportation, to avoid being stranded.

A decision to close specific Metro Stations during off peak periods also flies in the face of land use decisions that can drive ridership; such as the FBI and the new Prince George's Hospital Center. A recent study by the National Capital Region Transportation Planning Board indicated that by 2040, travel delay will increase by 74% and congestion will increase by 66% if we do not improve transportation operations and options. An effective transit system is important to sustaining and enhancing our quality of life.

Cheverly resident 's futures are tied to the future of Metro as such we are also advocating that Governor Hogan and our County Executive Baker work to find a identify a dedicated funding stream that will sustain the future of Metro as it continues to be a vital connector of Virginia , Washington DC, and Maryland.

Copies of Letter to Governor Hogan and W MATA Board are attached below.

Appendix A - Metrorail Operating Hours Written Testimony

Sincerely,
Mike Callihan
Mayor, Town of Cheverly

+++++

CC: Pete Rahn, Secretary of Transportation, Peter Franchot, Comptroller, Rushern Baker, County Executive, Darrel Mobley, Director of Public Works & Transportation, Andrea Harrison, County Councilmember, Victor Ramirez, Senator, Diana Fennell, Delegate Jimmy Tarlau, Delegate, Paul Wiedefeld, General Manager WMATA

Dear Hon. Malcolm Augustine and WMATA Board Colleagues :

A proposal to permanently end late-night Metrorail service throughout the system has recently been brought before the WMATA Board. We, like our colleagues in Montgomery County and other jurisdictions, understand the overmastering importance of maintenance and its relationship to safety and we support WMATA leadership in implementing the SafeTrack program to address the maintenance backlog.

We are aware that WMATA staff and the Federal Transit Administration have identified lack of access to the tracks as one of the bottlenecks contributing to the accumulation of a maintenance backlog. However, no proposal put before the public has explained why permanently closing every line of the Metrorail system during the pre-SafeTrack late-night hours is necessary on a continuing basis. With this move, Metrorail would have the most limited hours of any large rail transit system in the US. The information made available to the public so far about Metrorail 's plans to improve maintenance procedures do not justify this.

The economic future of our region depends on achieving a jobs-housing balance through transit-oriented development, including in mixed urban-suburban jurisdictions like Prince George's County. A transit system that supports live-work-play hours, not just white-collar work hours, is an essential foundation and a social justice issue. Our county" s plans and billions of investments in West Hyattsville, Prince George's Plaza. College Park, Greenbelt, Suitland, and Largo-already committed and in place-will be jeopardized if WMATA moves forward with this proposal.

We ask that the WMATA board provide a more transparent study of the equity and ridership impacts of this proposed change as well as consider alternatives to improve maintenance before making a decision. The complete historical trend of late-night ridership on Metrorail, not just the most recent snapshot, must be a part of this analysis.

If the Board does move forward with reduced late night service, the proposed policy changes should be accompanied by plans to augment regional late-night mobility with ..Night Owl" bus service so that communities can understand and have a more appropriate array of mobility options.

Sincerely,
Prince George's County Council Members

+++++

Governor Hogan,

We are writing to encourage you and the State of Maryland to demonstrate leadership in identifying a dedicated funding stream for the Washington Metropolitan Area Transportation Authority (WMATA). As you know, the transportation function served by WMATA is vital to our State's

Appendix A - Metrorail Operating Hours Written Testimony

competitiveness, quality of life and economy.

Maryland is fortunate to compete on a global scale for major employers in a range of industries- from health care and biotech, to finance, to defense. Furthermore, Maryland is actively and aggressively positioning itself as the future home of the Federal Bureau of Investigation (11,000 jobs/\$2.5 billion investment). A robust, reliable transit system is critical to our State's ability to compete for these major employers and the jobs they bring.

A recent study by the National Capital Region Transportation Planning Board indicated that by 2040, travel delay will increase by 74% and congestion will increase by 66% if we do not improve transportation operations and options. This will significantly degrade the quality of life for Marylanders- not just in Prince George's and Montgomery counties - but the tens of thousands who travel to the Capital Region every day from the Eastern Shore, the Central Region, and all parts of our great state. An effective transit system is important to sustaining and enhancing our quality of life.

Jobs, taxes and revenues generated in the Capital Region benefit all Marylanders- supporting infrastructure projects, investments in public health and education, and other initiatives. A weakened transit system will reduce Maryland's ability to attract and retain the well-paying jobs that undergird this broader economic impact.

The citizens and businesses in Cheverly consistently identify our ready access to multiple transportation options as one of the key attractors in locating here. WMATA and the regional transit system are important to our community's enduring success. Decades ago, leaders in Maryland, Virginia and the District made significant investments in building a world-class transportation system that has been fundamental to our region's growth and development. On behalf of our residents and businesses, we ask you and your colleagues to demonstrate continued leadership in identifying dedicated funding that will protect these investments, and reaffirm Maryland's role as the best place to live, work and play in the United States.

Sincerely,
Mike Callahan
Mayor, Town of Cheverly

CC: Pete Rahn, Secretary of Transportation, Peter Franchot, Comptroller, Rushem Baker, County Executive, Darrel Mobley, Director of Public Works & Transportation, Andrea Harrison, County Councilmember, Victor Ramirez. Senator, Diana Fennell, Delegate Jimmy Tarlau, Delegate,

Attached is the City Council of Greenbelt's position on the proposed changes to Metrorail's operating hours

If there are any questions, please contact me.

Michael McLaughlin
City Manager
City of Greenbelt

(Attachment – note scanned pdf imported to Word, excuse typos)

The Greenbelt City Council joins many other governing bodies in the Washington region in expressing serious concern about the proposal to permanently reduce Metrorail operating hours. Metrorail and Metrobus are vital services to a thriving, vibrant Washington, D.C. metropolitan region.

Appendix A - Metrorail Operating Hours Written Testimony

Reliable, safe and efficient mass transit contributes immensely to a healthy regional economy. It provides transportation to not just rush-hour commuters, but also people who work the night and early morning shifts. It is necessary for the tourist, cultural and athletic events which are a major part of our community.

We understand the challenges facing WMATA in returning the system to a "state of good repair" and we support whatever means are necessary in the short term to achieve this goal, however, we urge a long-term view be taken. A limited transit system will hinder the entire region. Additional approaches to dealing with the maintenance issue should be explored before settling for one of the four options before you. At this time, we are opposed to the permanent curtailment of late night service.

The Greenbelt City Council appreciates the opportunity to comment on this issue.

Sincerely,
Emmett V. Jordan
Mayor

To whom it may concern,

I'm writing to submit the attached letter as part of the public comment on the proposed late-night service changes for Metrorail.

Sincerely,
Tracy Loh

(Attachment)

Dear WMATA Board of Directors:

A proposal to permanently end late-night Metrorail service throughout the system has recently been brought before the WMATA Board. We, like our colleagues in Montgomery County and other jurisdictions, understand the overmastering importance of maintenance and its relationship to safety and we support WMATA leadership in implementing the SafeTrack program to address the maintenance backlog.

We are aware that WMATA staff and the Federal Transit Administration have identified lack of access to the tracks as one of the bottlenecks contributing to the accumulation of a maintenance backlog. However, no proposal put before the public has explained why permanently closing every line of the Metrorail system during the pre-SafeTrack late-night hours is necessary on a continuing basis. With this move, Metrorail would have the most limited hours of any large rail transit system in the US. The information made available to the public so far about Metrorail's plans to improve maintenance procedures do not justify this.

The economic future of our region depends on achieving a jobs-housing balance through transit-oriented development, including in mixed urban-suburban jurisdictions like Prince George's County. A transit system that supports live-work-play hours, not just white-collar work hours, is an essential foundation and a social justice issue. Our county's plans and billions of investments in West Hyattsville, Prince George's Plaza, College Park, Greenbelt, Suitland, and Largo—already committed and in place—will be jeopardized if WMATA moves forward with this proposal.

We ask that the WMATA board provide a more transparent study of the equity and ridership impacts of this proposed change as well as consider alternatives to improve maintenance before making a decision. The complete historical trend of late-night ridership on Metrorail, not just the most recent snapshot, must be a part of this analysis.

If the Board does move forward with reduced late night service, the proposed policy changes should be accompanied by plans to augment regional late-night mobility with "Night Owl" bus service so that communities can understand and have a more appropriate array of mobility options.

Sincerely,

Appendix A - Metrorail Operating Hours Written Testimony

The undersigned Prince George's County elected officials

Prince George's County Council Members:

Deni Taveras

Andrea Harrison

Prince George's County members of the Maryland State Legislature:

Delegate Jimmy Tarlau

Senator Ulysses Currie

Delegate Erek Barron

Senator Jim Rosapepe

Senator Joanne Benson

Delegate Diana Fennell

Delegate Tony Knotts

Prince George's County Municipal Leaders:

Malinda Miles Mayor Mount Rainier

Tracy Hadden Loh Councilmember Mount Rainier

Jesse Christopherson Councilmember Mount Rainier

Shivali Shah Councilmember Mount Rainier

Rocio Tremenio-Lopez Mayor Brentwood

Gina Morlan Councilmember Brentwood

Tonya Harrison Councilmember Brentwood

Jeff Clark Councilmember Brentwood

Charles Wiley Councilmember North Brentwood

Sadara Barrow Mayor Colmar Manor

Michael Callahan Mayor Cheverly

Laila Riazi Councilmember Cheverly

Mary Jane Coolen Councilmember Cheverly

RJ Eldridge Councilmember Cheverly

Maurielle Stewart Councilmember Cheverly

Sandra Rodgers Councilmember Cheverly

Megan Daly Councilmember Cheverly

Maxine E. Phifer Council President Glendarden

Carolyn Smallwood Councilmember Glendarden

Cynthia Miller Commissioner District Heights

Joe Williams Councilmember Landover Hills

Jeff Schomisch Councilmember Landover Hills

Sherri B. Downing Councilmember Fairmount Heights

Eugene W. Grant Mayor Seat Pleasant

Shireka McCarthy Councilmember Seat Pleasant

Aretha A. Stephenson Councilmember Seat Pleasant

Jack Sims Mayor District Heights

Harryette Irving Commissioner District Heights

Craig A. Moe Mayor Laurel

Edouard Haba Council President Hyattsville

Joseph Solomon Councilmember Hyattsville

Appendix A - Metrorail Operating Hours Written Testimony

Robert Croslin Councilmember Hyattsville
Judith F. Davis Mayor Pro Tem Greenbelt
Konrad Herling Councilmember Greenbelt
Leta Mach Councilmember Greenbelt
David J. Lingua Councilmember Riverdale Park
Duane Rosenberg Councilmember New Carrollton
Len Carey Mayor University Park
Elaine Williams Mayor Pro Tempore Capitol Heights
Patrick Wojahn Mayor College Park
Christine Nagel Councilmember College Park
Chris Rasmussen Councilmember Berwyn Heights

Please see attached written testimony from Shiloh Baptist Church in relation to the Proposed METRO Noon Openings on Sundays

Wallace Charles Smith., D.Min.
Senior Minister
Shiloh Baptist Church

(Attachment – note scanned pdf imported to Word, excuse typos)

Re: NO to Option 4

On behalf of the Congregation and broader community family of Shiloh Baptist Church of Washington, DC, I thank you for the opportunity to offer written testimony concerning WMATA's proposed changes to Metrorail operating hours. We oppose option 4.

Located in the Shaw neighborhood of Washington, Shiloh Baptist Church is a historic house of worship with a 153-year history of Christian ministry - locally, nationally, and internationally.

Beyond its worship mission, Shiloh carries out a range of charitable, community outreach, and social justice advocacy activities. Through its worship and Christian education services on Sunday and other days of the week, and as a host site for the allied programs of numerous community-based organizations, Shiloh is a long- standing spiritual and social pillar of the community.

Further, its congregation and visiting worshippers provide substantial , sustained business to local merchants, including grocery stores, restaurants , hotels, and transport services. Our congregation members and visiting participants in our services live throughout the OMV, and they rely heavily on the WMATA Metrorail system to get to worship services at the church.

Opening the trains at 12:00 pm on Sunday, per Option 3, would create a significant transportation hardship for many members of our congregation, and other congregations whose members rely on METRO trains as their sole source of transportation to church worship. Our Sunday worship services are 7:45am and 10:55 am. Additionally , our Sunday School classes, in which adults and children participate, begin at 9:30am. Many of the families attending Sunday School also use the METRO trains as their primary or sole source of transportation.

We, therefore, believe that a compromise, i.e., choosing one of the other Options would better serve the needs of the city and its various communities. Even though opening the trains at 8:00 am would prevent our members and visitors from being able to travel to our early worship service by train, we support a compromise. We urge WMATA to adopt Option # 3, which keeps the trains open until 1:00 am on Sunday, while reopening them at Sunday at 8am. We understand and appreciate that there are those in the community who are concerned about the interests of Saturday night business clients. We bear them and therefore propose the compromise of Option 3, which is more equitable and inclusive of the interests of the Shaw community as a whole.

Appendix A - Metrorail Operating Hours Written Testimony

While we support WMATA's goals of improving safety and reliability, we find that Option 4 has the unintended consequence of, at best, disregarding the needs of the faith community, and at worst, callously disregarding its interests.

In conclusion, Shiloh Baptist Church urges adoption of Option 3, and would support adoption of Option 1 or 2 as well, because they would all allow congregation members, visitors, and others to attend get to our worship services - relying on Metro Rail transport. These Options would also enable workers, at places of employment with early opening hours on Sunday, to get to their jobs on the train. Finally, Option 3 would allow later business operation hours and/or later travel opportunity for patrons of those businesses.

As a historic and currently critical player in the spiritual, social, and economic affairs of the city and the Shaw community, Shiloh strongly opposes Option 4, and requests that WMATA act favorably on one of other three Options under its consideration.

Grace and Peace,

Wallace Charles Smith, Senior Minister

To Whom it May Concern:

Please find attached written testimony offered by Capitol Heights, Maryland, a municipality, concerning proposed changes to the permanent operating schedule of the WMATA Metrorail system. Please contact me if you have any questions.

Jason B. Small, Esq.
Assistant Town Administrator
Capitol Heights, Maryland

(Attachment)

To Whom It May Concern:

The Town of Capitol Heights would like to comment on the WMATA proposed changes to the permanent operating hours of the Metro Rail Service. Along with other local organizations, municipalities, religious institutions, and NGO's, we recognize the need to prioritize the safety of the riders on the Metrorail system. Recent events, news stories, and local and national hearings have demonstrated the need for increased attention to the safety and integrity of the system for workers and riders. The Town of Capitol Heights would like to recognize the fortitude the WMATA has shown in dealing forthrightly with this issue.

However forthright WMATA has been about Metrorail and the need for the "safe track" plan, the Town would like to echo the concerns of many of our residents who testified at the Hearing concerning this issue that there has been a lack of clear communication from WMATA about how it arrived at the decision to make these four proposals the basis of permanent service decreases larger than those of the current "safe track" plan. We recognize that the alternatives proposed are an attempt to balance the concerns of some jurisdictions and economic development centers, but there seems to be less of a focus on the economic and social realities of both smaller developing communities associated with Transit Oriented Development and the many residents of our region who rely on the extended service hours as their primary mode of transportation to worship and work in this service oriented economy. They are completely reliant on Metrorail for their transportation around the city, and nervous about the effectiveness of increased bus service.

What seems clear is that these changes will result in less wealthy residents of the Metropolitan DC area, including some residents of Capitol Heights, Maryland, spending more of their resources on more expensive modes of transportation such as taxis or ride sharing applications. The Town of Capitol Heights would like to formally state that if WMATA follows through on any of the current proposals for service reductions on the METRO, increased emphasis on the effectiveness of bus service and significant increases in bus service would be needed to make things equitable for those who are losing the most with these proposals. There are currently too many valid questions being posed about how this is being handled at every level to ignore those who have raised concerns.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you for allowing the Town of Capitol Heights to provide this written testimony on the issue of permanent changes to rail service by WMATA. We are happy to continue any dialogue on this matter as things become clearer.

Sincerely,
Town of Capitol Heights, Maryland

Hello,

I attend a downtown church and we need the metro open on Sunday mornings so our congregants can attend church. We made a commitment to worshipping and being a safe space in downtown dc, and reliable access to metro is crucial to our continued ability to provide those services.

Please vote no to Proposal 4, which will keep metro closed until noon on Sunday.

(Incidentally, my friends who do not attend church often go downtown for brunch on Sunday morning. Restaurant workers will need Metro to get to their jobs, as will the restaurants themselves to maintain this lucrative part of D.C. restaurant business and culture.)

Thank you, Tim Shaw

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, John Burke

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.

Appendix A - Metrorail Operating Hours Written Testimony

4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you,

Jonathan Tomer, Washington, DC 20001

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Edwina Loftlin

Please find attached comments from the NAACP Legal Defense and Educational Fund, Inc. regarding a presentation discussed at the October 13, 2016 meeting of WMATA's Board that would result in the closure of twenty metro stations during off-peak hours at the start of the 2018 fiscal year. A copy of this letter will also be mailed to WMATA's Board. Please feel free to contact me at the information below.

Thank you for your time and consideration.

Best,

Ajmel Quereshi

Assistant Counsel

NAACP Legal Defense and Educational Fund, Inc.

(Attachment – note scanned pdf imported to Word, excuse typos)

Dear Board of Directors:

On behalf of the NAACP Legal Defense and Educational Fund, Inc. (LDF), I write to provide comment on a draft presentation ' discussed at the October 13, 2016 meeting of the Washington Metropolitan Area Transit Authority's (WMATA) Board of Directors (Board). According to the presentation, WMATA is considering closing twenty Metro stations during off-peak hours at the start of its 2018 fiscal year. Many of these stations are located in predominantly African-American neighborhoods in the Washington metropolitan area, and the majority of riders from these stations are African-American. Accordingly, the proposal raises serious concerns under Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits policies or practices which have an unjustified disparate impact on African Americans. The public has not yet been furnished with the information necessary to determine whether cuts to these stations would result in cost savings that might constitute a "substantial legitimate justification." Moreover, even if some cost cutting measures are necessary, LDF strongly encourages WMATA to review the potential impact of all possible measures and to enact the proposal that meets WMATA's needs but has the least discriminatory effect. Such measures would help to ensure that the agency does not run afoul of Title VI.

Appendix A - Metrorail Operating Hours Written Testimony

I. LDF Has a Long History of Advocacy in Support of African Americans Disparately Impacted by Transportation Decisions.

LDF is America's premier legal organization fighting for racial justice. Through litigation, advocacy, and public education, LDF seeks structural changes to expand democracy, eliminate

1 We understand that there is some question as to whether the map constituted a formal proposal to the Board. Faiz Siddiqui, Many Wonder Why Metro Would Float Idea for Station Closures, If Proposal Wasn't for Real, WASH. POST (Oct. 23, 2016),

[https://www.washingtonpost.com/local/trafficandcommuting/many-wonder-why-metro-would-float-idea-for-station-closures-if-proposal-wasnt-real/2016/10/23/3cfc470d-9932-11e6-9980-](https://www.washingtonpost.com/local/trafficandcommuting/many-wonder-why-metro-would-float-idea-for-station-closures-if-proposal-wasnt-real/2016/10/23/3cfc470d-9932-11e6-9980-50913d68eacb_story.html)

[50913d68eacb_story.html](https://www.washingtonpost.com/local/trafficandcommuting/many-wonder-why-metro-would-float-idea-for-station-closures-if-proposal-wasnt-real/2016/10/23/3cfc470d-9932-11e6-9980-50913d68eacb_story.html). Even if it did not, we caution against the future consideration of the plan or one like it that would potentially have an unjustified disparate impact in violation of Title VI of the Civil Rights Act.

2 Fin. & Admin. Comm., Washington Metro. Area Transit Auth., Information Item IV-A: FY2018

Operating Budget Prep Session 35 (Oct. 13, 2016),

http://wmata.com/about_metro/board_of_directors/board_docs/101316_4AFY2018BudgetPrep.pdf

disparities, and achieve racial justice. In particular, LDF has long sought to ensure equity in transportation for African Americans and other disadvantaged communities. For example, in *Labor Community Strategy Center, et al. v. Los Angeles County Metropolitan Transit Authority, et al.*,³ LDF represented a group of community organizations and individual bus riders who alleged that the Los Angeles Metropolitan Transit Authority's failure to adequately fund its overcrowded bus system violated federal law. Most recently, LDF filed an administrative complaint with the United States Department of Transportation (USDOT), challenging the cancellation of the Baltimore Red Line and the diversion of funding for it to primarily rural and suburban parts of Maryland.⁴

II. Title VI of the Civil Rights Act Prohibits Service Changes That Have a Disparate Impact on African Americans.

As a recipient of federal funding,⁵ WMATA, and all of its activities, are subject to Title VI, which provides that "[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."⁶

Title VI prohibits recipients of federal funds from utilizing "criteria or methods of administration that have the effect of subjecting persons to discrimination because of their race."⁷ USDOT promulgated rules implementing Title VI that prohibit not only intentional discrimination, but also actions that have a disparate impact on members of a protected class. Recipients of USDOT funds may not, when determining the site or location of facilities, "make selections with the . . . effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any" transportation program "on the grounds of race, color, or national origin."⁸ Finally, recipients of USDOT funds are

3 No. 2:94-cv-5936-TJH-mc (C.D. Cal. filed Aug. 31, 1994).

4 See Complaint, *BRIDGE, et al., v. Almy and, et al.*, <http://www.naacpldf.org/document/baltimore-red-line-complaint>; Ovetta Wiggins and Bill Turque, NAACP to Challenge Cancellation of Baltimore Red Line Project, WASH POST, Dec. 21, 2015, https://www.washingtonpost.com/local/md-politics/naacp-to-challenge-cancellation-of-baltimore-red-line-rail-project/2015/12/21/6cdb45aa-a7fc-11e5-8058-480b572b4aae_story.html.

5 In 2016, the federal government provided approximately \$150 million dollars of funding to WMATA

for the Metro system. Keith Laing, Spending Bill Restores DC Metro Funding to \$150M, THE HILL (Dec. 16, 2015), <http://thehill.com/policy/transportation/263412-spending-bill-restores-dc-metro-funding-to-150m>.

On average, the federal government contributes roughly 56 percent of WMATA's capital costs annually. Washington Metro. Area Transit Auth., Metro Facts 2016 (2016),

http://www.wmata.com/about_metro/docs/Metro%20Facts%202016.pdf.

6 42 U.S.C. § 2000d.

7 49 C.F.R. § 21.5(b)(2) (2014).

8 Id. § 21.5(b)(3).

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"expected to take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin."9

To establish a prima facie case of disparate impact under Title VI, a plaintiff must show that a recipient of federal funding utilized a facially neutral practice that had a disproportionate impact on a protected group. 10 If the evidence demonstrates a prima facie case, the burden shifts to the recipient to articulate a "substantial legitimate justification" for the challenged practice. 11 If the recipient can make such a showing, the inquiry then turns to whether (a) there are any equally effective alternative practices that would result in less racial disproportionality, or (b) whether the justification proffered by the recipient is actually a pretext for discrimination. 12

III. The Closure of the Identified Stations During Off-Peak Hours Would Likely Have a Disparate Impact on African Americans.

As WMATA's own data demonstrates, African Americans would shoulder the majority of the burden if WMATA restricts travel at the twenty identified stations. 13 African Americans constitute the majority of travelers during off-peak hours at the Minnesota Avenue, Benning Road, Deanwood Avenue, Cheverly, Landover, Morgan Boulevard, Capitol Heights, Addison Road, Naylor Road, Congress Heights, and Stadium-Armory metro stations. 14 In some instances, almost all of the travelers affected

9 Id. § 21.5(b)(7).

10 See, e.g., *Larry P. v. Riles*, 793 F.2d 969, 982 (9th Cir. 1984); *Elston v. Talladega Cnty. Bd. of Educ.*, 997 F.2d 1394, 1407 (11th Cir. 1993).

11 *Georgia State Conference of Branches of NAACP v. Georgia*, 775 F.2d 1403, 1417 (11th Cir. 1985), abrogated on other grounds by *Pitts v. Freeman*, 887 F.2d 1438 (11th Cir. 1989).

12 Id. (citing *Albemarle Paper Co. v. Moody*, 422 U.S. 405 (1975); *McDonnell Douglas Corp. v. Green*, 411 U.S. 792 (1973); see also *Quarles v. Oxford Mun. Separate Sch. Dist.*, 868 F.2d 750, 754 n. 3 (5th Cir. 1989)).

13 The twenty stations identified in the presentation are: Eisenhower Avenue, Congress Heights, Naylor Road, Stadium-Armory, Minnesota Avenue, Benning Road, Capitol Heights, Addison Road, Morgan Boulevard, Deanwood, Cheverly, Landover, Forest Glen, White Flint, Virginia Square-GMU, West Falls Church, McLean, Greensboro and Spring Hill. See *supra* note 1, at 35.

14 A review of WMATA's own data reveals that significant percentages of travelers during midday and evening off-peak hours are African-American. See Nat'l Capital Region Transp. Planning Bd., *Metro - Rail Passenger Survey* (2012), http://rtdc.mwcog.opendata.arcgis.com/datasets/f2f6f5aa3ac5488783d38b920c6997a8_4?uiTab=table&orderByFields=StatI+ASC [hereinafter *Metro -Rail Passenger Survey* (2012)] (Addison Road: 84 percent of travelers at midday and 80 percent of travelers in the evening; Capitol Heights: 77 percent of travelers at midday and 92 percent of travelers in the evening; Benning Avenue: 84 percent of travelers at midday and 82 percent of travelers in the evening; Morgan Avenue: 73 percent of travelers at midday and 67 percent of travelers in the evening; Cheverly: 80 percent of travelers in the evening; Stadium-Armory: 54 percent of travelers in the evening; Congress Heights: 78 percent of travelers at midday).

would be African-American. For example, 89 percent of riders during midday off-peak hours and 100 percent of riders during evening off-peak hours at the Minnesota Avenue metro station are African-American. 15 By comparison, only 15 percent of all WMATA rail riders are African-American. 16 A review of the zip codes in which several of the targeted stops are located further supports this conclusion. The Minnesota Avenue, Benning Road, and Deanwood Avenue metro stations are located in the 20019 zip code, which is 95.8 percent African-American. 17 The Cheverly, Landover and Morgan Boulevard metro stations are in the 20785 zip code, which is 98.6 percent African-American. 18 The Capitol Heights and Addison Road Metro stations are in the 20743 zip code, which is 98.4 percent African-American. 19 The Naylor Road Metro station is in the 20748 zip code, which is 87.1 percent African-American. 20 Residents in these communities rely significantly on public transportation. Forty-three percent of residents in the 20019 zip code use public transportation to commute to and from work. 21 Similarly, between 24 and 28 percent of residents in the 20785, 20743, and 20748 zip codes depend on public transportation to reach and return from their place of employment. 22 Many of these trips occur during off-peak hours, when the targeted stations would be closed. According to WMATA's own data, 58 percent of mid-day trips at the Benning Road metro station involve individuals traveling to and from work. 23 Similarly, 43 percent of mid-day trips at the Minnesota Avenue metro station, 47 percent of mid-day trips at the Deanwood metro station, and 55 percent of mid-day trips at the Morgan Boulevard

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15 See id. (Deanwood: 79 percent of travelers at midday and 100 percent of travelers in the evening are African-American; Naylor Road: 73 percent of travelers at midday and 100 percent of travelers in the evening are African-American; Landover: 76 percent of travelers at midday and 100 percent of travelers in the evening are African-American).

16 Amalgamated Transit Union 689, [sues Related to Funding for the Washington Metropolitan Area

Transit Authority: Testimony to the Chairman, Subcomm. on Fed. Workforce, Postal Service &

District of Columbia of the H. Comm. on Oversight & Government Reform, 111th Cong. (2009). 17 U.S. Census Bureau, 2010-2014 American Community Survey, Demographic and Housing

Estimates (2015). 1s Id

19 Id

20 Id

21 U.S. Census Bureau, 2010-2014 American Community Survey, Selected Social Characteristics in the United States (2015).

22 Id

23 Metro - Rail Passenger Survey (2012), supra note 15.

metro station involve individuals traveling to and from work.²⁴ Similar percentages of individuals travel to and from work during off-peak hours at several of the other targeted stations. ²⁵

Further, many residents in these neighborhoods cannot afford other means of transportation. A 2015 Urban Institute study concluded that the vast majority of economically challenged neighborhoods in the District of Columbia are located east of the Anacostia River, where many of the targeted stops are located. ²⁶

Overall, of the 28 neighborhoods in the District that the Urban Institute identified as economically challenged, only six were located outside of Anacostia.²⁷ Data from the U.S. Census confirms these findings. According to the Census Bureau, 49.9 percent of households in the 20019 zip code earn less than \$35,000 annually. Between 21.4 and 30.2 percent of residents in the 20785, 20743, and 20748 zip codes are similarly situated. ²⁸

Finally, it is unclear whether the remaining methods of transportation would prove sufficient. Late night bus service in the District is frequently unreliable, as "service-industry workers heading home after 10 p.m. are often left behind by overcrowded buses." ²⁹ The impact can be severe for "janitors, security guards, busboys and other low-wage workers." ³⁰ Although ride share services, such as Uber or Lyft, may help fill some of the gap, it is unclear whether sufficient drivers exist to provide for the thousands of riders who would be left unserved. As at least one study found, such services are unreliable during periods of high demand, when drivers flock to "wealthy, white, central Washington neighborhoods, where people have shorter wait times, and away from low-income, minority areas that end up with higher wait times." ³¹ Moreover, there is no guarantee that the low fares currently being offered by Uber will continue.

Given the likely disparate impact of a reduction in service at the identified stations, and the clear harm this will cause to the affected communities, WMATA should not proceed with the proposal to close these stations during off-peak hours. LDF strongly encourages WMATA to instead explore whether

24 Id.

25 58 percent of mid-day trips from the Benning Road, 65 percent of mid-day trips from the Addison Road and 70 percent of mid-day trips from the Cheverly metro stations are taken by individuals traveling to and from work. Id

26 Id.

27 Id

2s Id

29 Luz Lazo, D.C. Officials Call for Improved Late Night Bus Service, WASH. POST (July 25, 2012), https://www.washingtonpost.com/local/dc-officials-call-for-improved-late-night-bus-service/2012/07/25/gJQAJ7k29W_story.html.

30 Id

31 Gabrielle Gurley, Underserved Communities Rely on Uber, but Challenges Remain, THE AMERICAN PROSPECT (Aug. 5, 2016),

<http://prospect.org/article/underserved-communities->

<http://prospect.org/article/underserved-communities-rely-uber-challenges-remain>.

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alternative means of cost reduction are available that would have a less discriminatory effect and thus protect WMATA from enacting a proposal that might run afoul of Title VI.

IV. Conclusion

As WMATA develops its FY 2018 budget over the next four months, LDF urges the Board to reject any proposal that would result in the partial or complete closure of the identified stations, given the potential significant and unjustified disparate impact on African Americans in violation of Title VI of the Civil Rights Act. We are happy to work with the Board to develop an alternative that would avoid this or similar problems.

We thank you in advance for your time and consideration.

Sincerely,

Ajel Quereshi

NAACP Legal Defense and Educational Fund, Inc. 1444 I Street, NW, 10th Floor

How can we balance fixing the system and maintaining service?

After much dialog with experts and fellow advocates, I conclude: These cuts should be temporary. Before they're extended, Metro must provide the public with more information.

I've heard from many transit experts that WMATA does need more time to work on the tracks to clear maintenance backlogs. But won't alternative approaches work, like a SafeTrack-like approach of shutting down late night service in segments of the system? Isn't that approach more efficient? If not, why not?

To date, WMATA hasn't publicly shared its reasoning on why shutting down late-night service is the best choice, or what will be accomplished with the additional time. What are the maintenance targets, and if the targets aren't met what will the consequences be?

I've identified 5 conditions under which I could accept a Metro closing at midnight or earlier for a limited, but not permanent period:

- 12-month limit on late night cuts, with review by the WMATA Board required before another extension
- Hard, measurable goals for maintenance, and if targets aren't met, late night service cuts cannot be renewed for another 12 months
- Quarterly reporting on track time used for maintenance, and if they don't use at least 80% of available track time, service cuts cannot be renewed
- Public projection for when Metro service will be back to 2007 levels or another target level of service
- Night owl bus service provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

This includes service to Reston VA at 60 minute headway.

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Respectfully Sent, Mr. Niels W. Pemberton.

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

New Bethel is located at 1739 9th Street NW near the Howard/Shaw Metro Station on S Street. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other churches in the area. There are a few specific facts about New Bethel we ask you to consider:

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New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- Many of the congregants are seniors who don't drive to church
- Over half of our current membership does not live within walking distance
- Parking is so difficult, many choose to use Metro as a smart alternative to driving

Therefore, we support the adoption of a proposal that would serve WMATA and the many church goers who use Metro.

Respectfully, Shelia Brannum

Do you have concerns with Metro permanently closing at midnight seven days a week?

The lack of a convenient form of transportation during late night hours has directly affected the business at Jackpot. Instead of being able to stay out late, patrons immediately start to close their tabs around 11pm in order to catch the last train.

This is the capital of the United States, we need to support those that run the city while others sleep. We should be a 24 hour city. Tourists are often surprised as to the hours that we are forced to operate on.

Employees now are forced to use alternate modes of transportation to get home after the Metro has closed. Instead of paying 2-4 dollars, they have to pay 15-20+ for a car to get home. As an hourly employee, that cost is a large chunk of their daily budget. Some of my hourly employees wait until the metro opens in the morning in order to avoid the cost, costing them time, sleep, and wellbeing.

Those that work late, such as employees of other restaurants, often come in to Jackpot after their shift to enjoy their version of Happy Hour. However, the closing forces them to head home early.

How late is your establishment open?

Sunday - Thursday 4pm to 2am. Friday - Saturday 4pm to 3am.

Do your patrons use Metro when leaving your establishment after midnight?

Yes. A very high percentage due to our proximity to the Chinatown Metro across the street.

How many of your employees use Metro?

All employees use the metro for work as well as a means to get around

Have you had to change employee schedules to accommodate the current SafeTrack schedule?

I can not change the schedule of my employees because we require everyone to stay till last call, 2-3am. This forces them to spend more money on a means to get home.

What time do your employees leave to go home? What time do your employees typically arrive to work?

Employees arrive between 3-6pm and don't leave until 2-4am.

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Do you have concerns with Metro opening later in the day on Saturdays and Sundays?

Yes, people expect a means to get around at all hours of the day. Most people are out trying to enjoy the city and do not have a car. Not opening early will affect businesses that are trying to operate during day hours.

Which scenario A-D proposed by Metro (outlined in above image) is the most palatable? And why? Which scenario is not feasible and why?

If I had to choose one of these options, I would pick D. I still think later operations are needed to support the city.

How has the current SafeTrack schedule affected sales and operations? Please provide numbers, if possible.

SafeTrack has directly cost Jackpot thousands of dollars per week. Business empties out right at 11pm in order for people to catch the last trains. People need a safe and reliable form of transportation to get home especially if they have had a few drinks. This is a safety issue that people are concerned about.

Our location is directly across the street from the Chinatown metro and we rely on the traffic that the station brings to our area.

Jonathan Bond
General Manager
Jackpot

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

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New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- A great number of our congregants are senior citizens who don't drive to church;
- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Juanita Wood

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

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Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Kaila Davis

Here in attached files is my written testimony.

--

Respectfully Sent, Mr. Niels W. Pemberton.

(Attachment)

I am Mr. Niels W. Pemberton. I am writing you about the proposed changes in Metrorail operating hours.

I currently work for George Washington University's Lisner Auditorium and The Washington Nationals Baseball Club. Both jobs are seasonal jobs. When one job stops, the other job starts.

These hours particularly at the Washington Nationals when there are night games, make me have to travel at strange hours compared to other people. I do not work 9 to 5 on weekdays or weekends. And since I do not have a car, let alone drive, I have to have the metro ready for me to take me home after a game or event. This means I need to have a metro train take me home to Reston VA in the 11:00 -11:59 PM hour or the 12:00-12:30AM half-hour.

There's another factor you must consider.

After every baseball game I always head straight to each guard post of the Marine Barracks at 8th and I Streets SE and I tell the marines standing guard duty the scores of the game just played and any highlights of the game. This is my way of serving my country that I love. The Marines love me doing this and I was told last year that I was seen as an honorary member of the Guard Company. I am the eyes and ears of the marines in the guard company. Now, I would really hate to have to stop this effort or at least cut this effort back to the next day or on weekends due to metro cutting hours of rail operation.

This means that I have to have a metro train departing Eastern Market at 11:53 PM on Weekdays, and Saturdays at the latest. And on Sundays, at 10:53 PM at the latest. To me, this is not negotiable.

I also have very serious concerns about metro opening late on Sundays. I have baseball games and other events that need me at the Nationals Stadium at 10AM on weekends. The idea that the metro would open at 12:00 noon is a non-starter for me.

If the cuts proposed went through I might have to give up my Washington Nationals job.

I do not, NOT make enough money to afford Lyft or Uber from anywhere to anywhere. I know that there are a lot of people who are in my predicament. When I looked at the substitute bus transit route map provided at the public hearing on October 20, I was surprised to see that there would be no substitute bus transit service at all beyond Tysons Corner Metro Station.

Um, I live in Reston VA and to me this plan is unsatisfactory because I live in Reston and I need transit service.

Why do you think the Silver Line was built? No substitute bus transit service to Reston ? This is intolerable. ! Again, why do you think the Silver Line was built? I call on WMATA to plan substitute bus transit service beyond Tysons Corner Metro Station to Reston Va. Yes, I will settle for Fairfax Connector bus service if need be.

Before I start on part two of this letter, I'd like to give you some background information on myself.

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Public Transportation Advocate October 1993 to May 1998 Metrowatch Washington DC

Metrowatch: A public transit advocacy and consumer society.

- Member of Metrowatch board of directors representing Northern Virginia from October 1994 to May 1998.
- Represented Metrowatch at public hearings and meetings about bus service, the environment, highways, land use, passenger train service, proposed transit service, and transit fares.
- Coordinated responses to ideas expressed at these hearings and meetings.

Ok Here is part two.

If the Washington DC metropolitan region wants to be and remain economically competitive, then logically the Washington Metro must provide service over 19 hours a day at least. During the hours when the metro is closed for maintenance, a strong network of owl buses must be provided. Owl bus service is provided when the subways are closed in the following cities. Amsterdam Netherlands, Berlin Germany, Brussels Belgium, Buenos Aires Argentina, Cairo Egypt, Hong Kong China, Istanbul Turkey, London UK, Montreal Canada, Moscow Russia, Munich Germany, New Delhi India, Oslo Norway, Paris France, Rome Italy, San Francisco USA, Shanghai China, St Petersburg Russia, Stockholm Sweden, Tehran Iran, Tokyo Japan, Toronto Canada, Vienna Austria, and Warsaw Poland.

All of these cities have 2 track subways that are closed for maintenance between 1AM and 5AM. In these towns and others as soon as the last east/west/north/southbound train has passed, maintenance crews go into action having placed staff and materials in place near the end of the operating day so as to be more efficient.

Now why can't we do this in Washington DC?

It is certainly possible to do this in Washington DC.

But to me, the reason why this logical plan has not been considered by WMATA is due to a hide-bound, byzantine, un-imaginative management that thinks the public is here to serve WMATA.

This is patently false.

And also laughable. HA ! HA! HA!

WMATA is here to serve the traveling public in the Washington area. Thus, Metrorail service must be provided for 19-20 hours daily. Metrobus service must serve 3 jurisdictions 24 hours a day 7 days a week.

We have the technology to do maintenance of the Washington metro in a 4 hour time frame if we adopt the efficient maintenance methodology as I outlined above. But we do not have the will in WMATA's management nor do we have the will in the Amalgamated Transit Union 689 that apparently represents WMATA's maintenance of way staff.

What is to be done about this situation?

Some people at WMATA may have to go and leave WMATA. Ditto for the Amalgamated Transit Union 689.

Some part of the Washington metro will always be under maintenance the way big bridges are always under maintenance.

- This means that new people who are not afraid to try new maintenance protocols are going to have to be hired.
- Also existing managers at WMATA should travel to other towns here and abroad to find out best maintenance practices and bring them to Washington.
- Since the Washington metro is a large system it is reasonable to assume that more maintenance staff will need to be hired and trained.
- So a dedicated funding source for WMATA's maintenance and operations must be found. This is an imperative.

This is a priority. That WMATA is even suggesting these cuts should and must alarm people and thus make them push for a dedicated funding source for WMATA.

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It is my understanding that the chairman of Metro's Board of Visitors Mr. Jack Evans who is also a member of the DC City Council did not like this proposal. I work in his Ward 2 district for GW's Lisner Auditorium.

"The investment we made without complaint has yielded only surrender by Metro management to a declining ridership and an accelerating "death spiral" for the transit system that is the lifeblood for the economy of the District and the region. We expect and demand a better return on our investment"--- Mark Lee director of the DC Nightlife Hospitality Association.

This "surrender" is a symptom of poor management of the Washington Metropolitan Area Transit Authority by its managers.

"The proposed cuts in metrorail service are disgraceful. Although we know that the maintenance has to happen, it cannot happen at the expense of the people who need the service the most." ---Lassie Henderson Prince George's Advocates for Community Based Transit. And it should not happen at the expense of transit-dependent people. Nor should the proposed cuts in metrorail Service happen at the expanse of Nationals Park, Verizon Center and other entertainment/ sports venues.

Because of these suggested cuts that illustrate poor management of WMATA it is, as I see it, time to consider the immediate termination of the people at WMATA who suggested this plan. I recall from the promotional literature when metro was being built, that metro trains would operate 19-20 hours daily. I and many others took that to be a promise in stone. And we planned our activities and lives around that promise. Now WMATA is going back on that promise. I don't like this.

There 's one more thing to consider. Washington DC's image. Washington DC is the national capital of the United States of America. It is a world city. It not only has government but also world-class universities and some corporate headquarter There are people living and working in Washington DC from all over the world. Washington DC hosts millions of tourists from the USA and all over the world.

So it is logical that a world-class city and region needs a world class transit system. But a world-class transit system won't happen without providing good transit service 19-20 hours daily. These cuts in metrorail service could prove to be embarrassing. Yet there has to be time for maintenance so metro must implement new maintenance protocols as I already have suggested.

There is no reason why metro cannot reclaim its title as America's subway and be world-class. All we need is the will.

So finally I close. I pray you will take this letter outlining my concerns to heart. I call on others that I will forward this letter to, to also write WMATA or their member of the Metro Board of Visitors (They Visit the WMATA building @ 600 5th Street NW to take part in board meetings.) re: this wrong-headed proposal.

If all else fails. Here are the metrorail hours I can live with:

Weekdays: 06:30 AM-Midnight.

Saturdays: 07:30AM -Midnight.

Sundays: 08:30AM-11:00PM.

Respectfully Sent

Niels W. Pemberton

PS: I want to commend you on establishing service from Huntington to National Harbor as a revival of the old "Smart Mover South" routes N22 and N23. King Street- Branch Avenue

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I hope you will consider reviving the "Smart Mover North" routes 14A and 14B Tysons- Bethesda as Tysons-Friendship Heights now that the Silver Line is open. (On 09-11-2001 I made my "escape" from Washington's Georgetown University where I had a temporary job in the GU bookstore via walking from Georgetown University to Wisconsin Ave and P Streets NW. Here I took a # 32 bus to Friendship Heights. From Friendship Heights I took a Montgomery County bus Route #34 to Bethesda Metro. Here I took a 14B Metrobus to Tysons Westpark Transit Station. From here I took Fairfax Connector Route # 904 to Whiele Park and Ride and then Fairfax Connector # Route 552 to the stop nearest my home.)

Do you have concerns with Metro permanently closing at midnight seven days a week? Yes for both the loss in customers as well as strain on employees.

How late is your establishment open? 2am Sunday-Thursday; 3am Friday-Saturday

Do your patrons use Metro when leaving your establishment after midnight? Some, not a majority

How many of your employees use Metro? 3-5

Have you had to change employee schedules to accommodate the current SafeTrack schedule? Somewhat in the kitchen. At least one employee is unable to close nights due to the need to catch a train.

What time do your employees leave to go home? What time do your employees typically arrive to work? Morning shift arrives by 11am, Night shift 6pm. Night shift in the kitchen in between 11 and midnight Su-Thur and midnight and 1am Fri-Sat.

Do you have concerns with Metro opening later in the day on Saturdays and Sundays? Somewhat, a noon start on Sunday may put a strain on some of football regulars but as most of the games don't start til 1pm I wouldn't anticipate it to be too much of an issue.

Which scenario A-D proposed by Metro (outlined in above image) is the most palatable? And why? Which scenario is not feasible and why? Scenario D would be the most ideal. Late night business is very important for us and getting our employees home safe and relatively inexpensively has been a concern. Scenario B seems the least appealing, 4 nights a week being shut down a half hour earlier would cause more a disruption than one, relatively slow night, shutting down 2 hours earlier.

How has the current SafeTrack schedule affected sales and operations? Please provide numbers, if possible. Our numbers have been down between 5 and 10% these last few months over last year, of which SafeTrack can be held somewhat accountable for. As for operations it has mostly effected 2 staff members the most. We have a doorman every Friday and Saturday night who lives in Columbia Heights. He use to be able to catch the last train and now has to walk 20 mins to Woodley Park and grab a bus home. One of our new cooks lives in Montgomery county and does not have a car. She is unable to be scheduled late on the weekends as the train is her only way of getting home without paying for an expensive cab or trying to catch a ride.

Michael Johnstone
General Manager
Nanny O'Brien's Irish Pub

Do you have concerns with Metro permanently closing at midnight seven days a week?
Yes.

How late is your establishment open?
2 am Sunday - Thursday; 3 am Friday - Saturday

Do your patrons use Metro when leaving your establishment after midnight?
Yes, some of our patrons use Metro.

Appendix A - Metrorail Operating Hours Written Testimony

How many of your employees use Metro?

Over half of our employees used Metro regularly. That number has decreased to about a little over a quarter.

Have you had to change employee schedules to accommodate the current SafeTrack schedule?

We have had to adjust in-times for some employees to ensure that they are cut early enough to make it home by Metro. Others have had to find other less convenient options (i.e. bus or car service).

What time do your employees leave to go home? What time do your employees typically arrive to work?

Our in-times vary from 3 pm to 6 pm weekday and 1 pm to 8 pm weekend. Some staff members leave as early as 8 pm to 10 pm. Others leave between midnight and 3 am.

Do you have concerns with Metro opening later in the day on Saturdays and Sundays?

No.

Which scenario A-D proposed by Metro (outlined in above image) is the most palatable? And why? Which scenario is not feasible and why?

Scenario D would be the most palatable option for us because there would be a greater likelihood of our late night weekend crowd returning, which has dissipated over the summer months since the start of SafeTrack. This option would also increase the likelihood of return business at our establishment after Verizon Center events, which would not be the case if the Metro closes at midnight. Scenario A would be the worst case since that would essentially eliminate the majority of our late night business and post-Caps/Wizards/concert business from the Verizon Center on weekend nights when we are accustomed to getting late night business from Metro riders from the surrounding suburbs of DC.

How has the current SafeTrack schedule affected sales and operations? Please provide numbers, if possible.

Comparing our total sales by month from last year, we are down over 20%, which is a direct correlation to the extremely decreased late night business that we have experienced since the initiation of SafeTrack.

Difference: -22% decrease in sales from this time last year and the initiation of SafeTrack. We have lost the majority of our late night business, especially on weekend nights, due to the early closures of Metro.

Thanks,

--

Markus Smith
General Manager
Iron Horse Taproom

Katie Smith
General Manager
Continental Pool Lounge

Please take a few minutes and answer the following questions.

Do you have concerns with Metro permanently closing at midnight seven days a week?

Yes.

How late is your establishment open?

Appendix A - Metrorail Operating Hours Written Testimony

Until 2am everyday.

Do your patrons use Metro when leaving your establishment after midnight?

Yes, in addition to staff.

How many of your employees use Metro?

Half

Have you had to change employee schedules to accommodate the current SafeTrack schedule?

No the employees have absorbed the cost of alternate transportation.

What time do your employees leave to go home? What time do your employees typically arrive to work?

Employees arrive from 7am and leave as late as 3am.

Do you have concerns with Metro opening later in the day on Saturdays and Sundays?

No.

Which scenario A-D proposed by Metro (outlined in above image) is the most palatable? And why? Which scenario is not feasible and why?

D.This scenario allows for staff and patrons to have metro as a viable option for late night weekend transportation. The other three scenarios will continue to stunt Friday and Saturday night business with metro closures well before business closing.

How has the current SafeTrack schedule affected sales and operations? Please provide numbers, if possible.

Our weekend business has slowed significantly, 30-50% less sales. Friday and Saturday no longer see steady business until 2am.

Subject: Safetrack

From: Rodney Rocket

Date: Tue, September 20, 2016 12:16 pm

Do you have concerns with Metro permanently closing at midnight seven days a week?

Midnight closing seven days a week would have a huge negative impact on the city. People who are unable to travel either recreationally or professionally would have zero incentive to come to DC for either reason.

How late is your establishment open?

2am Sunday through Thursday and 3am Friday and Saturday

Do your patrons use Metro when leaving your establishment after midnight?

When it was open yes. Our location to a Metro stop was a major selling point to ensure safe affordable transportation to our clientele. Now many leave before midnight to catch the last train or use rideshare services.

How many of your employees use Metro?

We have a staff of 25 with 15 depending on Metro.

Appendix A - Metrorail Operating Hours Written Testimony

Have you had to change employee schedules to accommodate the current SafeTrack schedule?

Yes. The lack of late night business has resulted in less of a need for staff after midnight.

Do you have concerns with Metro opening later in the day on Saturdays and Sundays?

Yes. Patrons and Staff need a safe and affordable means of transportation. Opening early would be difficult or limited to staff with transportation if Metro is not accessible

Which scenario A-D proposed by Metro (outlined in above image) is the most palatable? And why? Which scenario is not feasible and why?

D. Although they all have flaws, Late Night availability on Friday and Saturday is crucial to restaurant and nightlife in the District. Free parking on Sunday and the lack of "rush hour" traffic encourages potential Sunday business.

Scenario B is not feasible. Closing earlier than midnight during the week while not staying open later only gives potential business more reasons not to travel into the city while forcing them to leave early.

How has the current SafeTrack schedule affected sales and operations? Please provide numbers, if possible.

Safe track has caused a huge negative impact on both sales and operations. Sales are down about %20, less staff is needed after midnight due to the lack of business. Quality employees have been forced to find work closer to home due to their lack of transportation. Customers not wanting to pay surging rideshare prices or risk possible driving infractions are spending less money and leaving early in order to avoid paying that charge. Paired with the confusion as to how other major cities have more riders with less issues along with how is Metro in fact has money to expand, while cutting hours of operation. Many are willing to pay a "late night surcharge" or "maintenance fee" for late night service stating that it would still be cheaper than a taxi or rideshare program.

Thank You,

Rodney Thompson

General Manager, Rocket Bar

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- A great number of our congregants are senior citizens who don't drive to church;
- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Evelyn and Samuel Turner

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

I do not support an end to late-night metrorail service and believe that in the full restoration of late night service as soon as possible. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

In the very least, the WMATA Board should ensure that:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Mike Herren

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

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- Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
- Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).

Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Melvin D. Clayton

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts, with conditions. But I emphatically oppose a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from other major US rail systems how they perform inspections and maintenance without shutting down the entire system.

I realize there is a lot to fix. So I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed and enforced by the WMATA Board:

1. The extension is only for 12 months, and must be revisited at the end of that time.
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.

Appendix A - Metrorail Operating Hours Written Testimony

3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, then the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl and late-shift worker bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, David Langley

Dear WMATA Board members,

I am reluctantly willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Nightlife is an integral component of the vibrancy of the nation's capital and limiting who can effectively participate in its nightlife to those who have private vehicles or the means to afford private transportation dulls this vibrancy. Rather than simply settle for these inadequacies, Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system and start holding Metro itself accountable for its performance from the Board of Directors down to the lowest staff level including the track inspectors. Clearly, people have not been doing their jobs.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways -- with increased frequencies when scheduled events would indicate increased demand -- to provide alternative mobility for late-night riders.

Thank you, Ellen Custer

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

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New Bethel is located at 1739 9th St NW near the Howard/Shaw Metro Station on Georgia Avenue. Many of our members use Metro as convenient, reliable and safe transportation to Sunday services. Considering a change to Metro service that begins after 8 am on Sunday would be devastating to New Bethel and other neighboring congregations. There are a few specific factors about New Bethel we ask you to consider:

New Bethel is an historic church in the District of Columbia that has been active, supportive and a positive force for good in the community;

- A great number of our congregants are senior citizens who don't drive to church;
 - Over half of our current congregation lives outside of walking distance; many consider us a "commuter church"; and
 - Parking is so difficult, many choose to use Metro service as a smart alternative to driving to services (which also helps congestion and the environment).
- Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use metro.

Sincerely, Noelle Jones

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

Appendix A - Metrorail Operating Hours Written Testimony

New Bethel Baptist Church is very grateful for the services and hard work of the Washington Metropolitan Area Transit Authority (WMATA). We especially appreciate your safe track efforts. We encourage our congregants to practice patience through the temporary inconveniences, in light of the greater benefits.

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Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully, Ashley Keyana Simmons

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

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Therefore, we support the adoption of one of the proposals, numbers 1-3, that would serve WMATA maintenance needs and the many church-goers who use Metro.

Respectfully,

--

Mykelle Richburg

Howard University '18

B.S. Psychology and B.A. Administration of Justice

Greetings,

My name is Richard Ezike. I am a Transportation Fellow at the Congressional Black Caucus Foundation. I agree partially with the Coalition for Smarter Growth's view in that I am willing to support a limited one-year extension of service cuts with conditions. However, I do not support the late-night cuts, but Option 4 as presented by the board, where late night weekend services are restored and Sunday opens up at noon; furthermore, these cuts should not be permanent. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

Appendix A - Metrorail Operating Hours Written Testimony

Furthermore, I do not support the closure of the large number of stations on the Blue and Orange Line east of the Anacostia River. I have no idea why Metro would release a plan like that knowing full well the Title VI implications. Maybe it was to provide shock value, but I do not think that was a wise thing to do.

Anyway, I am willing to support a one-year extension of service cuts but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time;
2. In tandem with any extension of Sunday morning cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the Sunday morning service cuts are ineligible to be renewed;
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time is not used, the Sunday morning service cuts are ineligible to be renewed;
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 level target service, and;
5. Sunday morning bus service must be provided at no more than 20-minute headways to provide alternative mobility for church-going riders. In addition, I would look into programs where public transit systems have partnered with ride-sharing services such as Uber and Lyft to provide discounted rides to supplement bus service.

Thank you,

Richard C. Ezike, Ph.D.
State Farm Transportation Fellow
Congressional Black Caucus Foundation, Inc.

Dear WMATA Board members,

Dear Sir,

This concern is closely related to the availability of funding and the accountability of the related local, state and federal governments.

Some years ago, as a consultant, for the Russian Economic Institute, in Moscow, I wrote the following. This is precisely what has been happening in Washington DC, with respect to its Metropolitan Transit Authority.

"In the same way as for other utilities, transport services are related to fixed asset use, operation and maintenance. Thus, it is necessary to examine them from the perspective of full-cost recovery, in accordance with standard practices for financial accounting and economic analysis. This relies upon the careful computation of subsidies, to deal with the Metro's mitigation of economic negative externalities, or "public bads." These include, within a busy urban area, congestion, pollution, physical and personal hazard and urban sprawl. By implication, once the necessary and economically-justified subsidies are computed, the remainder of the capital and operating costs should be covered, by economic-efficiency prices, payable by the users of the system.

"This, however, is rarely what happens in practice. In many cities, including Moscow, Washington DC, London and many others, a much more pragmatic approach is the rule. The capital costs, which are normally huge, come from a variety of sources, including bond issues - but also from grant-funding, that is not repayable. Often, the largest contributors are federal or central governments. Indeed, for underground rail systems, these are, often, the only public bodies that can afford it. Then, when the systems are running, users pay charges that, typically, only partially cover the current operation and maintenance expenditures. Nothing is provided to cover either capital financing expenditures or even the balance of operation and maintenance costs. These are subsidized, from national, regional or local taxes. Despite the theoretical niceties, relating to economics, national, regional and local politics are very much to the forefront of decisions on these matters. Contributions typically come from the various interested levels of government, including those through which the transport systems traverse.

Appendix A - Metrorail Operating Hours Written Testimony

"Provisions may - or may not - be made for renewal or replacement of major or minor assets, such as (in the case of underground railways) stations, track, signals, maintenance equipment and passenger cars. Sometimes there are dedicated revenues for this, such as (part of) the proceeds of a gasoline tax. Often, instead, there is much political confrontation, posturing and contention, before muddled compromises are reached. Consequently, what might have been useful economic or financial analysis is largely discarded, in favor of politics. Performance budgeting, in the sense of dealing with full economic and financial costs will obviously be rather limited, to say the least."

Yours sincerely,

David C. Jones
Chartered Public Finance Accountant
Chartered Certified Accountant (UK).

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Lance Eubanks

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Garland Riggs

Dear WMATA Board members,

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, David Jones

Dear Metro,

It is unfortunate and unacceptable that you seem to disregard the transportation need of your customers. Washington, DC is the Nation's Capital and it should have better and/or comparable fare cost and operation hours to New York.

I work overnight and during the day. Metro's service should assist those who don't or prefer not to have private transportation. The best option based on the options listed is Schedule #3. Although Sunday's should at least be available til midnight. However, the other days allow early openings and the latest closings!

It's been 30 plus years that customers have endured rising cost, poor ventilation, trains crashing and flooding. As a Customer service oriented company your customers deserve better!

Sincerely, Maxine D. Shelton

Dear WMATA Board members,

Cutting late night service will do great harm to the entire region. Workers in all sorts of fields need to get home from their jobs. People out on a weekend night who should be driving will have to find another way home. This is bad for business and bad for the spirit of the city.

Metro is the life blood of this city. Any cuts to service will have a huge impact on long term growth and the incredible rejuvenation of the city. People live in the city because of Metro. Don't take this away - just small reductions in service have a hug impact on peoples lives.

Thank you, Bill Gallagher

Dear WMATA Board members,

While I support WMATA doing what it needs to do to fix current problems and schedule future maintenance, permanent cuts to late night service is unwise and avoidable. As our city and region continue to grow, late night service will become more and more important. This is for workers at jobs with odd hours (i've often been one), for parents - particularly of teens (keeping intoxicated people off the roads), and just the general desire of making our metro region world class (which it is, so why deny it).

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

Appendix A - Metrorail Operating Hours Written Testimony

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Louis Thomas

General Manager Paul J. Wiedefeld and Board of Directors, Washington Metropolitan Area Transit Authority-

Calvary Baptist Church has carefully discerned remaining in our location at 8th and H NW rather than moving to the suburbs as many other religious communities and houses of worship have done. Our theology of place compels us to remain rooted and connected to the Downtown, Chinatown, and Penn Quarter communities.

We strongly oppose option #4. Calvary members depend heavily on Metro for transportation each day, especially on Sunday mornings. Many Calvary members do not have other viable transportation options as they come from every corner of the DMV. However, I believe option #3 is a reasonable balance to Metro's needs for more maintenance time and Calvary members' needs for reliable and cost effective Sunday morning transportation. Thank you for your full consideration for option #3.

Rev. Erica Lea
Pastor in Residence
Calvary Baptist Church

Dear WMATA Board members,

I am willing to support a limited extension of late-night service cuts (with conditions), but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from other major US rail systems how they perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time.
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Two years ago, I chose to buy a home in Brookland because of its proximity to Metro. As I plan my next month getting around without the Brookland Metro station, it is clearer than ever that it is time for Metro to give something back to the customers it's been letting down. We have accepted the SafeTrack cuts, but life cannot be put on hold forever, and full Metro service can't either.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you, Moira McCauley

WMATA has lost its way. It exists to provide riders in this area with safe, reliable transportation to places they need to go and want to go, at equitable fares. WMATA serves as a major driver of the economic well-being of its service area and thus has a corporate responsibility to be responsible and thoughtful. There seems to be an attitude that if only we could trample on the people we're designed to serve, we could make the trains run safely and on time. Shame on you for floating a proposal to close stations in a way that you knew would mostly impact low-income riders that have the least options and cannot work from home, do not have paid sick leave, and currently must work on weekends. Was this a cynical attempt to float something to measure the outcry, then, if it wasn't too terrible--affecting mostly who don't tweet, do not have unlimited access to the Internet and who cannot spend their working hours composing angry e-mails to WMATA.

In order to carry out its mission, WMATA:

must renew its compact with its riders;

have a dedicated source of funding;

live up to the promise of having representatives who will put regional interests above that of their jurisdictions.

have the IG or GAO investigate "Metrogate," all the years that trackwork was supposed to be done, and either wasn't, or was and wasn't done properly. Someone may need to go to jail!

do a zero-based analysis of staffing to figure out who both in operations and administration is needed to do the work; and get rid of the rest through attrition. I often see what appear to be two or more managers stuffed into kiosks instead of observing and helping customers.

increase headways rather than cut service hours.

close some underutilized station entrances/stations, but do it fairly.

work with the Council of Governments to encourage businesses to set up vanpools, etc., for those who must get to/from work when WMATA is not operating.

have rider representation on the WMATA Board, representing jurisdictions. There are some transit agencies who use this model.

I write these comments as a WMATA user since its inception, as a member of the Riders Advisory Council from 2008 to 2014 and as Chair, RAC, for 2014.

Carol Carter Walker

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Peter Henry

Dear WMATA Board members,

As a young single woman going out in the evenings and spending money, that boost the economy at various venues throughout the metro-area, I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Melanie Jones

25 November 2016

Dear Metro,

I've looked over your offerings for Schedule changes for Metro rail. You CANNOT BE SERIOUS. I guess this is your way of saying "It's our way or the highway!" (Literally). All options are extremely unsatisfactory! The only possible option would be Option 3 which keeps Weekdays at Midnight and weekends (Friday and Saturday) open until 1am. A 12pm opening Sunday morning is also a NO GO!

As I wrote you before in a letter (Incident: 161003-000101). There are simpler solutions out there allowing for a later closing time. Metrorail is open Weekdays from 5am to midnight. That means you are closed for 5 hours on weeknights. On weekends you are closed from midnight to 7am or 7 hours. Why not make those 5 hours from 1:30 am to 6:30 am and from 1:30 am to 8:30am respectively. Provide buses to make up for the Hour and a half later opening time. After midnight you can only exit at certain stations and close stations as the last train goes through them. There are more options in the way of combinations of single tracking, buses, and shuttles from surrounding areas during the commuting hours of the day than there are afterwards. Other transportation options from other than Metro (PRTC, Fairfax, Arlington, Ride-On, etc) can pitch in.

Your bus solutions are confusing and there is no way I'm going to make the number of transfers to get out to the far reaches of the system past midnight safely!!! Unless of course you are going to have Metro police at every transfer point along those Bus lines. I doubt you will do that!

Instead of giving us SERVICE OPTIONS you are providing a DISSERVICE to the workers and people who must use your system to get around the NATION'S CAPITAL with its' full offerings of Arts, Sports and Entertainment without causing Gridlock! As you may know, as with many Sports and Entertainment venues, the event goes on past midnight.

Recently over 15,000 people were forced to find other types of transportation during the National League Division Series. Although they did find alternatives, it wasn't without consequences. I found a ride with someone parked off site. It took at least an hour to an hour and a half for the line of cars to die down to get out of the parking lot at Fort McNair. Another 45 minutes to where my car is parked at Vienna Metro parking garage. From there, I had to drive my friend who lives in Montgomery County to Grosvenor where her car was parked. Then from there I had to drive to MANASSAS VIRGINIA to my home. I arrived at home at 4AM. I usually get up at 5:30 for work. I had to call in sick because I couldn't function with 1 hour of sleep! The times when I use Metro rail (Green->LenFant Plaza->Orange to Vienna/GMU-Drive to Manassas) would take all of 2 hours. I'd be home by midnight or 1am latest!!!!

Did you hear the "BOOOOOO!" on National Television when they put the closing times of the Navy Yard Metro up on the screen at NATS Park? How about the "Metro Sucks" reverberated throughout the stadium? WHAT AN EMBARRASSMENT FOR OUR CITY AND FOR YOUR CORPORATION! Football Season is here and so are late night Sunday, Monday and Thursday night games. Hockey will have it's late night and occasional overtime playoffs about the time baseball season starts up. Concerts at Verizon Center and Constitution Hall are bound to go late too. I can at least attest to the fact that sporting events are televised NATIONALLY! You want this embarrassment over and over and over again?

Appendix A - Metrorail Operating Hours Written Testimony

You see, I take metro to work every day. I can't go back to Vienna metro, drive in and make the event on time. I can't drive into town because there is no parking at my building. So I must take metro to work and to the game, theater or concert. If you keep the hours as they are and I stayed for the game, it would entail a 60 dollar cab ride back to Vienna Metro where my car is parked. My friend from Germantown, it would cost even more!

You also have no concern for the workers at the venues at which we attend. Concession sellers, ticket takers, ticket sellers, ushers, actors, actresses, players, stage hands, concert performers, as well as the people who set up and breakdown the venues can ill afford to take a taxi home from a late night event. What about the bar owners, bartenders and clean up people? How do they get home after the entertainment is finished? Cleaning people who clean our office buildings after dark. Pharmacists and retailers who are open 24 hours have no way home from work!

There ought to be an easier way to arrange your hours so that thousands of people who use your service on any given night can get home safely and in expensively! Unfortunately, that would take some work with other jurisdictions' transportation services. Work which apparently you are not willing to do which is shown by the options you've provided to us. The way you've run Metro is an embarrassment to our city! You should be ashamed of yourselves. After all, we are the NATION'S Capital!!!!

I look forward to further communications to resolve these issues.

Sincerely, Carol L. Allen

Dear WMATA Staff:

For the reasons I will mention below, I support Scenario C which restores some semblance of late night service on Fridays and Saturdays until 1AM without compromising Sunday morning service.

I ask for Metro to consider my situation as a power wheelchair user who works and lives independently without family or friends to assist me in getting around. I don't know of any Uber vehicles that are equipped with ramps or lifts as my power wheelchair does not fold up and cannot be put in a trunk. Wheelchair accessible taxis seem to be available on an extremely limited basis.

I completely understand the need for Metrorail to be a safe system. For if it's not, I am a likely casualty. I don't know if WMATA has a workable plan to help disabled passengers out of harm's way in the event of an emergency. Nevertheless I am dependent on Metrorail. I cannot drive, and MetroAccess is too overburdened a service to efficiently meet my needs and active lifestyle. Moreover, I know that MetroAccess rides are much more costly to WMATA than bus or rail rides.

With any of these proposed drastic service cuts, my quality of life will be adversely affected. I am a woman of the Jewish faith, and my Sabbath is observed from Friday sundown until Saturday sundown. I have often enjoyed attending services and dinner at Sixth and I synagogue on Friday nights. While it is true that these activities do not usually last until midnight, I never wish to be on the last Metrorail train home. At Sixth and I synagogue, the 2 platform lift units there are unreliable. Thus despite my best intentions, it is conceivable that I could be stuck on one of those units, and not be freed until after the last Metrorail train for the night, especially if the Metrorail closes down at midnight. I don't know what I would do in such a case.

On some Friday nights, I like to attend theatrical performances. Sometimes the tickets for that night are cheaper and easier to acquire, and I don't have to travel that far to get to the Shakespeare theaters near the Verizon Center from my office. Furthermore, I am already in downtown DC on a Friday night, so at least I don't have to deal with Metrorail delays due to weekend track work on the way to the performance.

On Sunday mornings, I often attend bible study courses or lectures near Cleveland Park Metro station in DC. The same trip by bus would take me 5 times as long by bus rather than rail, and that is assuming I make all 3 bus transfers!

Thank you very much for your time in reading my testimony.

Sincerely, Beryl Neurman

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Kelsey Oesmann

Dear WMATA Board members,

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Thank you, Shannon Hite

Dear WMATA Board members,

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Appendix A - Metrorail Operating Hours Written Testimony

4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Seth Heald

Dear WMATA Board members,

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Further more, proposals to cut Sunday morning service to either a start time of 8:00 am or a start time on Sunday's at noon should NOT be considered. At the most, service starts should be no later than 7:00 am on Sundays, too many riders depend on Metro to attend church services on Sundays and delaying Metro's start to 8:00 am, 9:00 am, or noon would make Metro a non-option for these users of the metro system on Sundays.

Thank you, Hal Hiemstra

Hello,

I attend a downtown church and we need the metro open on Sunday mornings so our congregants can attend church. We made a commitment to worshipping and being a safe space in downtown dc, and reliable access to metro is crucial to our continued ability to provide those services.

Please vote no to Proposal 4, which will keep metro closed until noon on Sunday.

(Incidentally, my friends who do not attend church often go downtown for brunch on Sunday morning. Restaurant workers will need Metro to get to their jobs, as will the restaurants themselves to maintain this lucrative part of D.C. restaurant business and culture.)

Thank you, Amy Shaw

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 15-minute headways to provide alternative mobility for late-night riders.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you, Daniel Warwick

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, miriam nun

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. Recognized Best Practices exist in public transit; WMATA should look at proven industry solutions and implement them immediately.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.
5. Shuttle bus services must be provided at the same frequency as current late-night Metro trains while late-night cuts are in effect.

Thank you, H M Carter

My name is Helen Rothman, I live in Prince Georges County, Maryland, and I am one of hundreds of professional tour guides in the Washington DC area. It is our job to take people from all over the world on tours of the Washington area, to explain our Nation's history and to teach our students about their own country. This is a very important and, for me, fulfilling occupation. As a tour guide, I meet my groups all over the area, very often at Arlington Cemetery, at hotels in Georgetown, at Mount Vernon, at the Capitol Building, at any and all museums and memorials and a myriad of other places from where we travel, often by their bus, to see the sights. Weekends are the busiest times for tours and first thing in the morning - usually at 8:00am or between 8 and 9:00 am are when the vast majority of meeting my groups takes place. I live in Upper Marlboro and have no way to get into and out of the city to meet my groups except for Metro. Literally no way. If you start Metro after 7:00am I will be unable to work at all. I rely on this work to support a small pension (I am retired) and the financial consequences for me of not being able to work are dire. As it is, even with a 7:00am start on weekends, I can barely make it to Arlington Cemetery for an 8:00 meet; Arlington is one of the most common meeting places all year round. Doing a taxi, Lyft, or Uber would be out of the question from where I live as it would be prohibitively expensive to take that to Arlington Cemetery.

Appendix A - Metrorail Operating Hours Written Testimony

Please please please do not change weekend opening hours to a later time than 7:00. I am begging you not to take away my employment which is so important to me and to our wonderful guests, many of whom are school children and many of whom come from all over the world. This is my life and I humbly request you consider the effect your decision will have on me, my fellow tour guides of whom there are many, and the tourists who visit our Capital city and the surrounding area. We need to be able to get to our jobs, wherever they might start and as early as they might start which is often 8:00am on both Saturday and Sunday. Thank you for your consideration.

Helen Rothman

Members of the WMATA Board,

Please do not approve any proposal to cut back late night hours on Metro or send it to official hearings.

Late night service is important for our region, especially for many workers who have no other transit options. It should not be jettisoned. Please ask Metro to provide more options, such as targeted closures and bus alternatives, before sending anything to a hearing.

Thank you.

Members of the WMATA Board,

I am writing to add my voice to those pleading for Metro to stay open during later hours. Late night service is important for our region, especially for many workers who have no other transit options. I am a white collar professional and I am fortunate to work typical daytime hours. I do not frequent bars or nightclubs. Even so, I rely on Metro's late night service to visit friends, volunteer, go to Nationals games, attend the theater, etc. I support targeted closures for track maintenance but believe the DC region desperately needs reliable late night transit.

Please ask Metro to provide more options, such as targeted closures and bus alternatives, before sending anything to a hearing.

Thank you, Jen Gartner, Esq.

Metro has several pressing needs and resumption of late-night/early-morning service for the party crowd is not one of them.

Metro should focus on;

1) Ongoing maintenance of the system to provide safe and efficient service.

2) Financial stability. Operating near empty trains in the early morning hours is a costly waste.

3) Providing early-morning access to work for people that must provide for their families, serve our large tourist traffic seven morning a week, and clean up the party-goers mess on weekends.

Athletic and other crowd events should be scheduled to allow participants time to get home before normal Metro closing times.

Party-goers have other options - taxis, Uber, Metro buses, walking, biking.

Charles Tilford

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Charlie Bailey

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Years before the first sections of Metro opened 40 years ago, urban planners started making the rail system a key part of the region's development scheme. Dense commercial, residential and nightlife clustered around Metro stations has come to define our region's vitality and growth, fostering smart growth and a swelling base of real estate taxes throughout the Washington area.

Reliance on Metro has reduced the need for new roads and spawned environmental benefits by reducing sprawl and auto emissions. Today, 38% of DC residents do not even own cars, allowing planners to reduce the need for parking spaces in residential developments. Projects such as The Verizon Center, Nationals Park and the upcoming DC United Stadium were built located in areas without adequate parking with the promise that Metro would provide access. Nightlife has boomed in DC and areas such as Arlington, Bethesda, Silver Spring and many others, where customers and business owners rely on Metro for convenient and, most importantly, safe transportation.

Now we are being told that Metro wants to operate for it's own convenience rather than for the benefit and needs of the region's population. This is a classic case of the "tail wagging the dog". Curtailing hours is a breach of the promise made to those who are reliant of Metro. We have situations such as the recent baseball playoffs where Metro would not accommodate extending their hours to allow fans to return home by train. People who want to take advantage of restaurants and nightclubs must drive or use expensive private options to get home at night. Shift workers, often at the lower end of the pay scale, are without public transportation or the resources to afford the expensive and limited parking options.

Faith in the system has been in steady decline and ridership has been in decline. WMATA management has chosen the path of declining service and higher rates. Anyone except a bureaucrat would scoff at this as a business model.

Metro needs to keep it's bargain with the region and the hundreds of thousands who depend on it each day. Return to the pre-Safe Track hours and find ways to make maintenance work through better management, more track inspectors, more resources, whatever it takes. We need a transportation system not a maintenance system.

Finally, government leaders need to get their act together and provide the steady financial resources that will allow Metro to succeed. You have enjoyed the tax benefits, it's time to act cooperatively to make Metro work. Provide the financial stability so WMATA can plan for the future and implement programs to operate a safe rail system that serves the needs of the region.

Jon Steenweg

There has been a lot of discussion of evening hours. My problem is that metro doesn't run early enough in the morning. A 5am start is needed.

Metro has become mismanaged shrinking violet. They should be embarrassed by all the excuses that they have made for why they have not been operating well.

The current course is simply going to advance the self destruction of the system

New management is required that is forward looking to make a better more attractive system -- not a shrinking system

Systems that are multiples its size and its age are running better even where they have only two tracks on the line. Do better. Be more efficient.

Roy Morris

Metro rider since 1980

Hello Metro,

For reference, I live near the Wheaton Metro.

While I understand your need for more maintenance hours, I think some of the proposals provide undue hardships on many people.

1. Weeknight service needs to run until midnight. There are too many workers whose shift go late, such as restaurant workers, office cleaners, etc.who need late night service to get home. As a former night student, Metro until midnight was important because it gave me time after class to speak to a professor or go to the

Appendix A - Metrorail Operating Hours Written Testimony

library. Finally, Washington has built up an excellent cultural scene where many attendees such as myself depend on Metro to get home late at night. I've gotten on Metro at Foggy Bottom at 10:30 or 11pm after an event at the Kennedy Center.

2. Opening Metro at noon on Sundays negatively impacts many churchgoers. Many of the downtown churches have members who live in the suburbs and rely on Metro to get to church. I am one of them- even though I live in Wheaton, I go to church near Metro Center. Pushing back Sunday opening to 8am would be okay- many services don't start until 9am or 10am. Perhaps end Saturday service at 2am, and that would give you a six hour window for repairs, as opposed to the current four hours.

I am glad to see what Metro is considering expanding bus service. Have you looked at Berlin's example? Their subway also shuts at midnight on weekdays. They have bus routes that basically follow each subway route with stops at each subway station during the hours the subway is closed. Given that we have some very long lines, perhaps running busses from each end to the middle of the city would work. For example divide the Red Line into a Glenmont-Metro Center route and a Shady Grove- Metro Center bus route, with stops at each station.

Thank you for giving the public many ways to give their opinions.

Best wishes, Megan Lewis

(Attachment – hand-written, please excuse typos)

Dear WMATA:

I Nicholas Smith, fully oppose late service night-cuts and the closure of any stations during off-peak hours. I am in favor of:

Keeping Metro OPEN for late night and early morning service on the weekends. For example, providing service during the following hours:

Mon-Thu: 5:00a.m. -midnight

Fri: 5:00 a.m. - 3:00 a.m.

Sat: 7:00 a.m. – 3:00 a.m.

Sun: 7:00 a.m. –midnight

Keeping ALL Metro Stations open during off-peak hours.

Finding creative solutions to ensure that Metro has a permanent dedicated funding source which is *not* derived from metro or bus fare increases. Progressive, sustainable and equitable sources of revenue should be analyzed (with public input) in order to determine what will be the best fit for the Washington Metropolitan Area.

Developing a leadership body comprised of top MD/DC/VA State and City officials, business leaders, labor leaders, and advocates to move the Federal Government to increase its funding for Metro's operating costs from current levels of 0% to 50%.

(Attachment: scanned PDF, please excuse typos, some images may not have transferred properly)

To: OMV Metro Powers that are trying to Be

I started writing this about 7:00 AM, Oct 20, 2016. I don't ride the Metro much because of the lack of safety. I think that the disintegrating lack of safety, infrastructure, and efficient management of the system as a whole is CLEARLY the lack of conscientious, ethical, impartial, reliable management. I fault this to the elected officials on the board. Those people do the searching and hiring of the Metro management officials and who do not have the cajones to enforce, from the top manager to the lowest level employee, the requirements of their positions. Because of this there need to be two additional INDEPENDENT groups, an Inspector General Office and a Riders/Taxpayers Group. The findings of those two groups should be made public with no changes by Metro/Public Official interferences. There should be a majority/minority opinion.

Metro has become somewhat entrenched with the idea that the only means to perform maintenance, after the surge, is to cut time schedules. Looking at the metro "options" the time that Metro thinks is theirs to manipulate; is the OMV riders and nonriders property. The riders and nonriders pay the fares and taxes (no matter what the taxes are called or whether they are a sales tax on goods, services, or gas, a payment by the state or district, or a payment by the Federal government.

Appendix A - Metrorail Operating Hours Written Testimony

I hope DMVMetro looks at this in a positive manner. However, I feel that instead it will be given not even a once over, because the those in the entrenched positions probably don't want to think someone has a better idea than they do. I speak of the Metro upper management and the Federal and Civilian Board members.

P.S. Why haven't the Press asked these questions? And gotten and accepted answers, not the blah, blah, blah, brush off answers I have heard continuously?

If you are saying this is sarcastic, you are correct. I would ask DMVMetro:

Do you work on all the lines during the closed period?

Are crews and necessary tools, equipments, and supplies ready to be used when the system is closed and if not:

How long does it take the work to begin?

Does DMVMetro have a plan for the maintenance work that will be done for the next 3, 6, 9 or 12 months?

If not, why not?

Does DMVMetro have FULLY QUALIFIED Top and Middle Level Maintenance Managers in place?

If not, why not?

Does DMVMetro have a schedule of the lower peak ridership levels after the evening rush hour?

Using such a schedule why couldn't a schedule that takes a leg, performs maintenance work on each direction of the arm, with single tracking, during the closed and low peak evening hours be developed to perform maintenance work?

Using that lower evening peak ridership time could work be performed on the DC arms of the system?

Why aren't the Board Members definite service periods? People tend to get settled in and think they own the position and don't do wrong.

If there is no maintenance, not surge, plan in place, why not?

Cecelia A Miggins

Basis for my conclusions

Given the tragic accidents in 2009 and 2015 and the discoveries of the decline in the status of the infrastructure Metro did need a program, such as the surge, to bring the system up to date. However, Metro does not need the implementation of a plan that will effect the people who need the system the lower paid employees and the small business owners who will lose business if the time options are the only thing needed.

As part of this I did a quick research of the Metro systems in: London, Paris, Berlin, Moscow, and Beijing. I have given some of what I found and the sites that I got the information from.

In general I would rate the DMVMetro as at or near the bottom. London has gone to 24 hour service on some lines and working to 24 hour service over 10 lines. They have more lines than DMVMetro. They are doing this because of the increase of in ridership and the desire to keep London a thriving city. Paris operates about 5:30AM til 12:40AM over 16 lines. Berlin operates 4:00AM til 1:00AM over 10 lines Moscow operates 5:30AM til 1:00AM Beijing operates 5:00AM til Midnight

Below are my discoveries on the systems mentioned above. Has DMVMetro done such a study? I'm quite sure it could be done and not cost the money DMVMetro would probably quote. I done this entire letter in 3 1/2 hours.

According to the Metro map DMV Metro has six arms in Maryland, Red line, Glenmount and Shady Grove; Green line, Greenbelt and Branch Ave; Orange line, New Carrollton;

Silver line, Largo Town Center: four arms in Virginia,

(Silver line, Wiehle-Reston East and eventually Dulles Airport; Orange line, Vienna;

Blue line, Franconia-Springfield; Yellow line, Huntington.

And DC has tracks that are multiple lines running over the vast majority of the DC tracks.

Appendix A - Metrorail Operating Hours Written Testimony

London: 10 lines The Night Tube

Night Tube services are now running on the Central, Victoria and Jubilee lines. The Northern line (Charing Cross branch) follows on 18 November, with the Piccadilly line coming later this year. Across the Night Tube lines, you will be able to travel between Central London and the outskirts of the city. It will be pivotal to London's night economy and complement our existing Night bus services and London Taxi and Private Hire vehicles.

Service details (10 u

Victoria line - trains running on average every 10 minutes across the entire line

Central line - trains running approximately every 10 minutes between White City and Leytonstone and approximately every 20 minutes between Ealing

Broadway to White City and Leytonstone to Laughton/ Hainault

No service between North Acton and West Ruislip, Laughton and Epping and Woodford and Hainault

Jubilee line - trains running on average every 10 minutes across the entire line

Northern line (coming 18 November) - trains running on average every 8 minutes between Morden and Camden Town and approximately every 15 minutes from Camden Town to High Barnet I Edgware

No service on the Mill Hill East and Bank branches

Piccadilly line (coming later this year) - trains running on average every 10 minutes between Cockfosters and Heathrow Terminal 5

No service on the Terminal 4 loop, or between Acton Town and Uxbridge

We also plan to expand the night time service to parts of the Metropolitan, Circle, District, and Hammersmith & City lines once our modernisation programmes are complete. Additionally, services could operate on parts of the London Overground in 2017 and the Docklands Light Railway by 2021.

Fares

li Day Travelcards are valid on the day of issue (using the date printed on the card), and for journeys starting before 04:30 the following day. For example, if you buy a Day Travelcard at 11:00 on Friday, you can use it until 04:29 on the following Saturday. Daily capping on and also applies.

Accessibility Step-free accessibility at the Night Tube stations will be the same as during the day service.

Staffing policy All stations will continue to be staffed by London Underground employees while train services are running, just as we do in the day. Staff will be visible and available to help you with any queries.

Safe We are to ensure the Tube network remains a safe, low crime environment.

There will be an enhanced policing presence during the overnight services. The British Transport Police (BTP) will provide more than 100 officers to patrol the 144 stations that will be open throughout the night each weekend when the Night Tube services begin. More BTP Police Community Support Officers will also be out on the network to assist passengers, and support police officers, as required. Taxi ranks at Some Night Tube stations Noise and disturbance We are sensitive to the potential of additional noise and disturbance created by the Night Tube. Since 2014, we've been working hard to reduce noise from our tracks, and we will continue to work with residents to investigate any issues in this area. We will also ensure that any station announcements do not cause excessive noise levels.

Night buses

The following bus routes are now running 24 hours a day on Friday and Saturday: 34, 114, 123, 145, 158, 183, 296, E1, W3 and W7.

These services run twice an hour through the night, with W7 running three times an hour. We also already have an extensive network of night buses to and from Night Tube stations.

Night bus maps are available for all routes - just enter the route or area you are interested in to see where night services are available.

Appendix A - Metrorail Operating Hours Written Testimony

Why now?

The new service has been made possible thanks to the continued modernisation of significant parts of the Underground network and improved levels of reliability.
I

The Night Tube will cut night-time journeys by an average of 20 minutes, with some cut by more than an hour. It will also play a vital role in opening up London's night-time economy, supporting almost 2,000 permanent jobs and boosting the economy by £360m.

Taxi ranks at Night Tube stations

Some current Night Tube stations have taxi ranks running.

Noise and disturbance

We are sensitive to the potential of additional noise and disturbance created by the Night Tube. Since 2014, we've been working hard to reduce noise from our tracks, and we will continue to work with residents to investigate any issues in this area. We will also ensure that any station announcements do not cause excessive noise levels.

We will continue to deliver upgrade and maintenance work, and when possible we plan to do this overnight between Sunday and Thursday on the Night Tube lines.

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. There are already over half a million users of the Tube after 22:00 on Fridays and Saturdays.

Paris Metro

<http://parisbytrain.com/paris-metro/>

The Paris Metro consists of 300 stations on 16 lines covering the 10x10km area of central Paris. [1][2] Metro lines are numbered from 1 to 14 with two "bis" or secondary lines 3b and

Paris Metro Schedules

The Paris Metro runs from roughly 05:30 till 00:40 (5:30am - 12:40am) Sunday thru Thursday and 05:30 - 01:40 on Fridays, Saturdays and on days before a holiday. Frequency between most trains range from 2 minutes during rush hour up to 8-10 minutes during off hours, holidays, and sundays.

a basic Paris Metro map of lines with stations and interchanges

GENERAL INFORMATION ABOUT MOSCOW METRO

Metro working hours, navigation, Wi-Fi. The Moscow Metro is open from about 5:30 am until 1:00 am. The precise opening time varies at different stations according to the arrival of the first train, but all stations simultaneously close their entrances and transitions to other lines at 01:00 am for maintenance.

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METRO WORKING HOURS, NAVIGATION! WI-FI

The Moscow Metro is open from about 5:30 am until 1:00 am. The precise opening time varies at different stations according to the arrival of the first train, but all stations simultaneously close their entrances and transitions to other lines at 01:00 am for maintenance. The minimum interval between trains is 90 seconds during the morning and evening rush hours. Each line is identified according to an alphanumeric index (usually consisting of a number), a name and a color. Voice announcements refer to the lines by name. A male voice announces the next station when traveling towards the center of the city or the clockwise direction on the circle line, and a female voice -when going away from the center or the counter- clockwise direction at the circle. The lines are also assigned specific colors for maps and signs.

Free Wi-Fi is available at all 12 lines (inside the trains).

Using Metro services is frequently the fastest and the most efficient way to get from one part of the city to another. But during daytime Moscow Metro stations are usually overcrowded so if you want to just enjoy the beauty of the underground, it's better to visit it late in the evening.

Tickets, fares, lines, routes, timetables and more information about the U- Bahn (subway, underground) in Berlin. With its ten lines, the U-Bahn (underground, subway) Berlin runs along a network of approximately 146 kilometres and includes 173 stations. Most metro lines operate underground, but some run on above ground tracks. The U- Bahn Berlin is known for its yellow-colored trains.

Timetables & Tickets Tickets for the Subway in Berlin

The underground in Berlin is maintained by the Berliner Verkehrsbetriebe BVG and is part of the Transport Association Berlin-Brandenburg VBB. Thus subway tickets are also valid for trips with buses, the S-Bahn, trams and vice versa. Tickets can be purchased at ticket machines on subway platforms and ticket counters in larger stations.

Timetables

On weekdays most Du U-Bahn lines run from 4 a.m. till 1a.m.. In between,the bus night lines provide public transport. During the day the U-Bahn travels in 5-minute intervals, at night in 10-minute intervals.

Beijing Metro

As the oldest line of Beijing subway network, line 1started formally operation on October 1st 1969. Beijing Subway line 1now has 23 stations and 30.44 kilometers of tracks in operation.

Subway 1
(unveiled by Beijing subway authority)

ENROLLED ORIGINAL

RESOLUTION 21-614

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

October 11, 2016

To declare the existence of an emergency with respect to the need to declare a sense of the Council on maintaining late-night service hours on Metrorail.

RESOLVED, BY COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Sense of the Council in Support of Late Night Metrorail Service Hours Emergency Declaration Resolution of 2016".

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Sec. 2. (a) The Washington Metropolitan Area Transit Authority's ("WMATA") Metrorail system is a critical transportation network that connects the entire national capital region.

(b) The region is highly dependent on the hospitality and service industries for employment, attracting new residents and visitors, and tax revenue.

(c) Workers, many of whom work late-night hours, as well as patrons, of hotels, restaurants, and other establishments that stay open late, rely on the Metrorail system for late- night service hours.

(d) Other major cities, such as London, are moving towards longer and later service hours to ensure late-night connections between communities and employment centers.

(e) It is vital that transit by the Metrorail, which continues to be a safer alternative to driving, particularly at night when drivers are fatigued and the risk of drunk driving is greatest, continues to operate to meet the needs of its riders.

(f) The WMATA Board of Directors will be holding a public hearing and receiving comment on October 20, 2016. It is important that the Sense of the Council in Support of Late Night Metrorail Service Hours Emergency Resolution of 2016 be transmitted to the Board of Directors as soon as possible.

Sec. 3. The Council of the District of Columbia determines that the circumstances enumerated in section 2 constitute emergency circumstances making it necessary that the Sense of the Council in Support of Late Night Metrorail Service Hours Emergency Resolution of 2016 be adopted on an emergency basis.

Sec. 4. This resolution shall take effect immediately.

Washington DC is a major city of the world. To have a transportation system that is not open past 11:30 or midnight is unreasonable and embarrassing. And people who work late on weekends need the system to get home. For years prior to safetrack, there was single tracking almost every weekend around Van Dorn Street, and yet as you rode by, you never saw anyone working. Instead of cutting hours, maybe the solution to the maintenance problem is to single track in areas on the weekends and to have people actually work maintaining the system then. Thank you for listening.

Metro:

I am angry. No, livid, see red livid.

You refused REFUSED to keep Metro open late for the Nationals Playoff game last Thursday night.

The game ended at 12:45 am and NO one left early.

Yes, MLB could have helped by having our game at 7 pm or earlier.

We still would have needed you to be open late.

44,000 people made alternate plans to get home from the game.

When the time went on the TV screen, for the last train back into town, the entire stadium yelled Metro sucks!!!!

Does that tell you anything?

You lost at least \$ 100,000 that night. That estimate does not include parking.

For shame Metro!!

I read the survey on line. It's worthless.

The questions and answer choices were worthless, useless to me.

It has been over a week since I rode Metro to the game, but NOT home.

The choices listed for opening and closing are LOUSY.

We have 6 ML Teams in our Nation's Capital, and Theatres and events, any of them could be ending a little late.

We need you to be open at least late enough to have peace of mind to know we can count on a ride home.

A bus option? Ok. I need to get to Shady Grove, and NOT 3 Transfers.

Open at 9:00 am on Saturday? That's a little late.

Open at Noon on Sundays? Lousy. Museums and Shops and such open at what time?

Appendix A - Metrorail Operating Hours Written Testimony

Possibly closing at 11:30 pm? Lousy, lousy, lousy.

So how early will we have to leave our game or event, before it's over to be able to get home?

You REFUSED to be open late for the Redskins Monday Night Football. Why go?

Marine Corps Marathon. Your predecessors opened early for them, You REFUSED.

It isn't just me. Thousands are affected by this issue.

We don't need the entire system to stay open, just the one where the event is occurring.

All other stations, run last trains on time, close on time.

Please be user friendly when and where we need you.

The point of Metro is to get cars off the road.

You are defeating this purpose.

SAFETY. I was on a train last spring that had electrical malfunctions. Flashes of yellow, noise, sounded like thunder, smelly smoke.

It scared the crap out everyone on the train that night.

All these things that went unattended, unrepaired, should have NEVER ever, ever been allowed to fall into such horrendous disrepair.

Get your finances in order? How can you do that when you are turning people away?

Money, Yes we know it cost money.

So Congress, approve the funding.

I have heard rumors about Congress denying funding until they see progress.

Well Hello !!!!! How is progress going to be made if there is no money?

APPROVE the funding.

A solution? Yes. Easy.

I think those of us that need you open late can help pay.

I know we pay peak fares and off peak fares. Program the computer to charge peak fare times 2.

Thank you.

I am looking forward to a response.

Katheryne V. Welsh

I believe Proposal #4 is a good idea, because people who work night shifts, or get off late from work can take the advantage of going home for less money rather than taking a taxi, Uber, Etc. As well, more income for the WMATA. But I believe this should Apply to MetroBuses since that's what I ride the most. After school I work and I get off late so I have no way to get home... Maybe, consider applying this to the MetroBus in MD

Dear WMATA Board members,

I am willing to support a limited extension of late-night service cuts to no more than one year, with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. Late night service is essential for many workers who help make the D.C. area the world-class destination it is today.

I am willing to support an extension of late-night service cuts up to one year, but only with the following conditions imposed by the WMATA Board:

1. The extension is for no more than 12 months and must be revisited at the end of that time.
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year a projection for when Metro service will be back to 2007 levels or a similar target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide realistic alternative mobility for late-night riders.

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Thank you, Brandon Estela

For the most part I am not supportive of the Metrorail proposals for significant cutback in service hours, which have been offered in response to an identified need for more time for maintenance.

First, irrespective of the current SafeTrack program, WMATA has not provided a convincing argument for why it needs significantly more time to conduct maintenance operations when compared to peer transit systems.

For example, the MBTA system runs from about 5:15am to just after midnight on weekdays, til 1 am on Saturdays, and from about 6:15am to just after midnight on Sundays. The TTC runs from about 6am to 1:30am Monday through Saturday, but with an 8am start on Sundays. The CTA provides 24-hour subway service on the Blue Line and about 21 hours of service daily on the other lines, with a start between 4am and 5am on most lines, with a slightly later start on Sundays.

Ironically, WMATA's proposal for service hour cutbacks is occurring at the same time that London is going to 24 hour weekend service on a number of its Tube Lines.

Second, relatedly and furthermore, various inspection reports from FTA indicate that the Metrorail system is extremely inefficient and suboptimal in terms of scheduling and performing maintenance work. Rather than penalize riders for the system's operational inefficiencies, Metrorail should focus attention on better use of maintenance resources and use the time that is currently provided in the schedule for revenue service.

Before WMATA takes the action of cutting back on service, instead this question should be asked and answered:

What is it about WMATA Metrorail operations that makes it unable to perform adequate maintenance in the same amount of time by comparison to peer systems?

If it is the case that objectively Metrorail needs more time for maintenance, then it would be reasonable to consider the current proposals. But so far, Metrorail/WMATA have not adequately made the case, only that the number of hours available for maintenance has been reduced (from 44 to 33) since the adoption of late night service hours on weekends.

Third, regarding the specific proposals, #1 is closest to adequate except that it includes as permanent the dialing back of later service on Fridays and Saturdays. However, the proposed Sunday closing time of 10pm is deleterious and should remain at the current time of approximately midnight.

#1 -- good/adequate in that service goes to at least midnight, Monday through Saturday, but bad in that Sunday service is proposed to end at 10pm.

#2 -- is bad because it proposes ending Mon-Thursday and Sunday service before midnight.

#3 -- is better than adequate because it proposes ending Friday and Saturday night service at 1am, but it fails in that it proposes a one hour later start and a one hour earlier closure for Sundays.

#4 -- would be the best proposal if it didn't provide for significantly later start for weekend service, at 9am on Saturday, and noon on Sunday. However the proposal for service til 3am on Friday and Saturday is laudable. But it is also a negative that it is proposed to cut Sunday service to 11pm.

Fourth, the service schedules as proposed seem to indicate that WMATA/Metrorail is choosing to abdicate transit service vision in terms of providing the means for residents to adopt a sustainable mobility lifestyle with a foundation of high quality transit service throughout the day, complemented by walking, bicycling, bike sharing, car sharing, and delivery services.

Instead, the organization is focusing primarily on its role as a commuter transit service on weekdays.

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The competitive advantage of Washington, DC specifically and the Washington Metropolitan area more generally as a place to live and to locate and conduct commerce and government activities is based on a rich transit infrastructure that allows for efficient conduct of trips that are time and cost effective.

This competitive advantage presupposes a transit service that provides frequent service for much of the day, comparable to systems in NYC and Chicago. Instead, the headways between Metrorail trains have significantly degraded, especially in the evenings and are to the point of deplorability on weekends.

In fact, because of the significant decline in frequency of service as well as various unplanned service interruptions, in this particular household, Metrorail is no longer our first choice for non-work trips. Instead, we choose one way car sharing as a matter of course, especially because the cost of a trip is equal or cheaper to the cost of two Metrorail fares. WRT transit service during the week, my wife tends to prefer bus over Metrorail because of higher reliability, while I choose to cycle.

Fifth, related to point one that "WMATA has not provided a convincing argument for why it needs significantly more time to conduct maintenance operations when compared to peer transit systems," Metrorail's service quality degradation has long since destroyed the trust that once existed between the agency and riders in terms of faith in the system to operate well and with rider interests in mind.

The frequent service breakdowns, structural failures (e.g., the fire at L'Enfant Plaza which killed a rider, not just because of equipment failures but failures by Metro personnel including the Transit Police and the Rail Operations Center) and inadequate explanations by Metrorail personnel have cut the bond that once tied riders and operators together.

Since 2009 and the Fort Totten crash which killed nine people I have suggested* that it is necessary for WMATA to rebuild the metropolitan/regional consensus about the value of the transit system and its context. WMATA also had this opportunity this year, on the occasion of the 40th anniversary of the start of Metrorail service, but it has not done so.

Now that the inadequacies of WMATA's current system of finance have been laid bare in the face of increased financial demands for maintenance tied with other cost increases and a decline in fare revenue across the board, WMATA is finding it difficult to raise additional funds from the jurisdictions. Were the regional consensus rebuilt, WMATA would find that the necessity of changing the funding structure would be better understood and there would be greater support on the part of elected officials and residents for doing so.

(It could be argued that the Metro Forward process was an attempt to reconstruct the regional consensus was such an attempt, but I disagree because the proposals were satisfied significantly to ensure suburban support, and a path forward on new financing was not proposed.)

* See attached

Sixth, the discussions of cutting back late night service indicates the more general failure of WMATA to not have planned for a 24-hour transit network anyway in terms of providing network breadth, depth, and redundancy.

In the face of the proposed cutback on the hours of Metrorail service, the indicator of interest in creating a more formal night network as presented in the related planning documents is a step in the right direction but it is not a full blown proposal,

It appears to be inadequate to the overall need generally and in the face of the proposed cutbacks. Furthermore, the planning documents do not offer a commitment on the part of WMATA to undertake such service, only an indication to explore the need.

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While the reality is that the TPB should be the primary and lead transit planner for metropolitan transit needs that is not the case in practice, and by default WMATA is that planning agency.

With regard to late night transit service, cities such as Chicago, San Francisco, and Toronto have long offered extensive night transit networks comprised of bus and/or streetcar service, either in addition to or as a substitute for heavy rail service.

In the present day, currently the San Francisco Bay region is working to better provide and coordinate late night service across jurisdictions, to the point where they have constructed an integrated transit map for late night service. This would be a better model for WMATA and riders than what has been currently offered.

The SF late night transit map is offered as Attachment 2.

Thank you.

Richard Layman
DC resident
representative, Citizens Planning Coalition

(ATTACHMENT 1)

From <http://urbanplacesandspaces.blogspot.com/2009/11/st-louis-regional-transit-planning.html>, November 2009

The DC region needs to embark on a wide ranging metropolitan transit (re)planning public process to restore trust in and a common understanding of the WMATA transit system

After the accident in June, which killed 9 people and injured many others, and the continuing problems with safety, financial problems, lack of a regularized funding system, lack of appropriate regulatory oversight, not to mention problems with how the organization is led from the top (both the Board of Directors and top management), it seems reasonable to have a similar kind of regional transit planning exercise here.

Not only would this restore trust in the WMATA system in the DC region, by building a sense that WMATA is accountable to riders, it would also rebuild a regional understanding of what the system is capable of and how it should expand.

It has been 40+ years since the WMATA Metrorail system was first conceived and 33 years since parts of the system began opening. It's time for an assessment/reassessment.

This ought to be preferred over the grab bag of extension proposals in Virginia and Maryland (with little consideration of the impact on the current system) that the system faces currently.

WMATA only sees the world in terms of subway and bus. So the planning process needs to be broader and deeper, focused on transit generally, not just on WMATA operations as they are set up now.

At the same time, such a process should consider truly regional transit planning (which means including railroad service as an option), and the scope of the study should be broad, rather than overly-circumscribed and limited.

WMATA, in conjunction with the Transportation Planning Board of the MWCOG and the local jurisdictions, as well as MARC and VRE and other appropriate state authorities in Maryland and Virginia as well as DC, should launch a planning process similar to that of St. Louis, to come up with a metropolitan transportation

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plan that allows for transit services to be delivered where they need to be, but one that uses the most appropriate means (heavy rail, light rail, street car, passenger railroad, different types of bus service) to do so.

It should look at funding issues as well as heavy rail expansion where appropriate. That means not just extending transit service outward, but intensifying transit service at the core as well.

Such a planning process should also consider questions of leadership, management, and oversight. As well as funding.

It's the only way to build a truly regional understanding and commitment to transit for the Washington metropolitan region. Without such a planning process, I think we're destined for a lot more of the same incremental and discoordinated transportation planning that we have today.

(ATTACHMENT 2) -- All Nighter Transit Map, San Francisco Bay Region

Hello,

I think that Metro should be open consistently with simple to remember times. It should not close on the half hour, that's too much to remember. So proposals 2 and 3 should be thrown out. And I actually think Metro should go back to pre-safe-track operating hours and even strive to be open longer. Bottom line is Metro needs to be a trusted backbone of this area. Not something that people will question all the time. I think you should continue to have temporary reduction in service for sections of Metro that need maintenance or inspection, but the rest of the system should be kept open with even longer operating hours. Please confirm that you have received this.

Thanks, Bill

From: David Comis
To WMATA

Subject: Metrorail operating hours

1. Metro needs to be open early enough to get people to work in the morning. I would suggest that Metro determine if it would have detrimental effect to open at 5:30 vice 5:00 a.m. It would effect medical workers and potentially affect people going to the airport trying to catch early morning flights. I don't know how much of this actually occurs on Metro.
2. Second shift personnel need to be able to get home after work. As such, rather than closing at midnight, consider closing at 00:30 a.m. (i.e. last train leaves a station.
3. Washington sports arenas were built to encourage metro ridership to/from the games. To close before the ending of a game violates this trust. I don't know about hockey, or football, but baseball sometimes causes a problem. Metro should plan for late closing on Nationals home night games. This is probably no more than 80 per year.

I am writing in response to the proposed changes in Metro's opening and closing times, specifically I am against proposal #4 which would keep Metro closed on Sundays until 12 noon. I am a church goer in DC and not opening until noon would mean members of the church could not get to the church for Bible study which starts at 9:30 am or the worship service which starts at 11:00 am. While I have alternate transportation I know of many congregants who do not.

The proposal that looks to me the most fair is Proposal #3:

Mon-Thu: 5:00 a.m. – 11:30 p.m.

Fri: 5:00 a.m. – 1:00 a.m.

Sat: 7:00 a.m. – 1:00 a.m.

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Sun: 8:00 a.m. – 11:00 p.m.

Kathleen Lansing

I am writing as a member of Calvary Baptist Church, located in Chinatown. Our church serves an economically and culturally diverse membership from across the region, many of whom use Metro to reach us. In addition to churches, on Sunday morning, Metro serves out-of-town tourists who depend on Metro for access to the museums, Eastern Market, the airport, and the many races and special events that start early on Sundays. I suspect you have data on Sunday morning ridership on the weekend of Marine Corps marathon– look at your data.

Assuming the four options are fixed, I encourage you to support Proposal 3.

In the longer term, I hope Metro will realize the importance of reliable, predictable, perpetual service in a major world city. For years I lived next door to a Metro station, but generally avoided Metro on the weekends because of the long headways and waits to change trains. We are a major world city: our system should provide 3-5 minute headways and daily reliability, including weekends. There must be no doubt when attending a sporting event that the trains will be running afterward. There must be no doubt when planning a vacation that the trains will be running. There must be no doubt that you can have a safe ride home after a night out. Confidence in the system will increase ridership. It's time for our system to grow up.

Jeremy Fretts, RA, NCARB
Senior Project Architect

Thank you for the opportunity to submit my testimony regarding the proposed Metrorail schedule changes. My name is Kristen Barden, and for the last eight years I have served as the Executive Director of the Adams Morgan Partnership Business Improvement District. www.adamsmorganonline.org

As one of the most vibrant nightlife corridors in the city, Adams Morgan has been acutely impacted by the reduction in late night service due to SafeTrack. We recognize that safety and maintenance are top priorities and we support this critical work — after all, a robust public transportation system is essential to the success of our local economy. But I am writing today to ask for a balanced solution: one that takes into consideration the economic realities of our businesses and their workforce while improving the Metrorail system we all rely on.

According to the restaurants, retailers, salons, music venues and other businesses I represent, SafeTrack has not only impacted their already thin profit margins, but it has created a real hardship for their employees — in some cases, with unexpected consequences. Arianne Bennett, co-owner of the Amsterdam Falafel Shop recently told me: “In the last month, we have discovered that some of our closing shift employees have been sleeping in our business waiting for Metro to re-open in the morning because they had no other way to get home.” While there has been no comprehensive study done to prove the point, it seems likely that these scheduling changes disproportionately hurt lower income individuals, many of whom are the lifeblood of our service industry.

It isn't just a hand full of people being affected. More than 40 percent of hospitality employees commute into the city, primarily by Metrorail. In a survey we did last week of our members, over 90% stated that they relied on late night metro service. Several passed along comments from employees expressing the fact that no Metro service at night meant a major increase in their job related transportation costs. According to DC Nightlife Association, decreased patron accessibility and mobility has resulted in revenue losses as high as 20% on the weekends. Revenue loss in our businesses translates into tax revenue loss for our city. It also results in scheduling reductions in the hospitality industry, one of the major drivers of employment, and economic growth in our area.

I share the concern that has been raised repeatedly in this debate: once people stop using public transportation, it can be hard to win them back. With public confidence in Metro down and ridership dropping, we cannot afford for that to happen. It came as a great surprise that WMATA did not increase Metro Bus service during SafeTrack. Public transportation alternatives, like Metro Bus, running frequently, with a minimum of transfers and serving the communities Metrorail would serve if it was running, would have helped keep customers throughout the maintenance work. At the very least, if WMATA approves reduced Metrorail service in needs to increase Metro Bus service to make sure late night workers in all industries can get home safely.

Appendix A - Metrorail Operating Hours Written Testimony

Our community is not new to the pains of infrastructure re-investment. We lost some of our long-time business during 2011-2012 streetscape construction on 18th Street from Florida Avenue to Columbia Road because they were unable to sustain themselves long enough to reap the benefits of the new sidewalks and improved infrastructure — the drop in customers was simply too sharp and lasted too long. We don't want to see that happen to our business community again due to action by WMATA that ignores the very real concerns we've raised.

The Adams Morgan Partnership BID joins D.C. Mayor Muriel Bowser and all 13 members of the D.C. Council in urging the Board to restore late-night service until 3:00 a.m. on weekends when the maintenance and repair project is completed in May.

While I speak for the Adams Morgan business community, the cultural vitality and economic viability of our city and our region depends on restoring late-night rail service as soon as possible.

Thank you,

Kristen Barden Executive Director
Adams Morgan Partnership BID

Good Day,

We have 5 restaurants in the DMV with potentially more on the way. We love doing business in DC, it's an amazingly vibrant and diverse city. With the addition on Michelin we are on the verge of becoming a World Class restaurant city. The restriction of the Metro has been crippling when trying to serve our guests later in the evening as we have to make sure our teams can get to the metro before it closes. We have see a great decrease in business (about 15-20%) and now need to close our business earlier than we prefer in busy areas such as the 14th St Corridor and DuPont.

If we want to be taken seriously among the great restaurant cities in America like NYC, Chicago, New Orleans and San Francisco then the original metro operating hours must be restored after Operation Safe Track is complete.

Thank you for your consideration,
Steve Uhr
Director of Operations- Mid-Atlantic, Schlow Restaurant Group

Good morning:

I believe that Proposal 4 is the best option. Frankly, closing metro at midnight is unconscionable. Given the active nightlife and large young/student population in DC, closing metro at midnight will mean that people have fewer choices to get home safely after spending time in bars and restaurants. Some people will take other public transit, such as buses, cabs, or Uber/Lyft. But others will undoubtedly get behind the wheel. I see it as a completely unacceptable option to close metro at midnight on Fridays and Saturdays, as a matter of public safety.

Sincerely, Sarah

Sir:

I am a licensed tour guide in Washington, DC and am deeply concerned about changes being considered in Metro's weekend schedule.

As I am sure you are well aware, the weekends are not only a time for relaxation and family fun for all Washingtonians. Many of us work on weekends. My weekend tours often require meeting a tour group a considerable distance from downtown DC, particularly, Arlington National Cemetery. Even with Metro opening now on the weekend at 7AM, it is a challenge to meet a group of tourists at Arlington on time. To open Metro at 12 noon on Sunday is untenable.. Any later than the current 7AM will eliminate most of our weekend tour guiding work, with a serious impact on our income. I am sure there is the same concern among the other thousands of people who work in DC on weekends, servicing the tourism industry.

Since tourism is the largest industry in Washington, it is beyond my understanding that such a change would even be considered.

Appendix A - Metrorail Operating Hours Written Testimony

Sincerely, Marsha Freeman, Licensed DC Tour Guide
Dear Sir or Madame, Under no circumstances should Proposal # 4 be enacted. This restriction on Sunday metro service is an OUTRAGE that will deny church going families the opportunity to attend the service of their choice. Do you really suggest that ONLY parishioners with cars be allowed to attend church on Sundays. This will directly impact elderly parishioners. DO NOT ALLOW PROPOSAL # 4 Sincerely, Charles Bryant Raisch
On my e-mail that I just sent to you with my comments on the hours of operation, I forgot to put that my home Metro stop is Glenmont. I have included the text of that e-mail below for your reference. Thank you very much. David Fallick I need the morning Metro service. Sometimes, even opening at 7:00 AM is not early enough for me. As it is,for example, it is difficult, if not impossible, to get an early morning Amtrak train from Union Station on the weekends because Metro does not start early enough to get me there on time. I do not have a car and am, therefore, totally dependent on the Metro and busses. To start the Metro at 9:00 Saturday mornings and then at 8:00 in the morning or, even worse,at noon on Sundays, would be a great hindrance to me.I remember when the Metro system changed from an 8:00 Sunday morning opening to a 7:00 opening. I was very happy about it and it made a big difference. Please maintain the 7:00 AM Metro opening on the weekends. Proposal #2 is the best one. Thank you very much.
DO NOT CUT SUNDAY A.M. RAIL After reading a Friday morning response to last Thursday's hearing about how everyone needs the metro rail system at all hours---collectively we all need it, and for us especially on weekends. Sunday mornings we board at Brookland metro station in time for a 9 a.m. service at Friends Meeting on Florida Avenue, and then join some of my students at Our Lady of the Americas on California Street by 10:30 a.m. When I heard that someone commented that leaves weekend cuts I felt appalled and betrayed. We gave up our car when Metro rail became adequate and reliable. To realize that the board might threaten our freedom of worship by cutting back Sunday morning service cut deep into my very being. Samuel C. Miller
I will prefer Proposal #4, so they will have more than enough time to make major repairs and put in outages for longer work periods of work that will need to be performed. This will allow things to run smoothly and hopefully for more accidents; such as, the train derailment to not occur again. However; as we move to the future the tech will get better and we will need more bright minds to get us there and keep us there, so hopefully, this will also increase work force to get in more talent and brains to perform the future trains to come. The ones that will use less electric and run more efficient over the long run.
I feel scenario 4 will satisfy most metro riders needs, however I would like to suggest the weekend schedule to mimic the streetcar schedule. Where you have, Saturday: <u>8:00 a.m. – 2:00 a.m.</u> and Sunday: <u>8:00 a.m. – 10:00 p.m.</u> We must remember the metro should consider all its users and we can't provide for the nightlife crowd and not provide for those who decide to go to a place of worship on Sundays. -Metro user who thankfully has enough money to use other options but is always thinking of others

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

Over the 20 years I have lived in and around Washington, D.C., it has transformed itself from a somewhat sleepy government town into a vibrant and exciting city with a diverse nightlife and population. Metro has played a pivotal role in that development. The full realization in potential of the large investment made in the 1970's did not happen immediately, but required an intervening 30 years to allow for level and type of development to accrue into the critical mass that sits as a cornerstone to today's economic success. One only has to look at such examples as Chinatown, Navy Yard, Dupont Circle, Arlington, and Bethesda to understand how Metro has allowed integral mixes of business, commercial and residential development to flourish. But this success hinges not only upon the presence of Metro, but in the transportation viability that Metro provides to support these successful commercial centers. Permanent late night service cuts would undermine the viability of these centers by making them functionally inaccessible to significant portions of the local population. Uber and taxis can never take up the slack that would be left if Metro cuts its service, and these private services are beyond the means of many. Buses would provide a public and affordable option, but do not provide the capacity, certainty and frequency to supplant that provided by the subway.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Seth Garland

Dear WMATA Board members,

I am not willing to support a limited one-year extension of late-night service cuts. I understand that sometimes it is necessary to fix tracks to improve services. but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. Don't you realize that many night workers and people with season tickets to plays and other venues in D.C. rely on the Metro for late night transit to work or entertainment and back home??

I am willing to support a one-year extension of late-night selective service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for selective times during the 12 months and must be revisited at the end of that time.
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs that are made available to the public. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Margaret Boles

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Michael Pratuch

In addition to your proposed early Metro Sunday closing, I oppose your shutting down BOTH Van Dorn AND Eisenhower Stations. Keep at least EISENHOWER open. Are you unaware of the incoming high-rise NSF employees and new apartment buildings going up all around it?!!

Linda Cullen

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Thomas Huzij

Good Afternoon, Attached please find written comments from Tysons Corner Center regarding the proposed cuts in service.

Thank you.
Hillary

Hillary Katherine Zahm, AICP
Senior Development Manager
Macerich/Tysons Corner Center
WMATA Board of Directors

Appendix A - Metrorail Operating Hours Written Testimony

Via E-Mail: writtentestimony@wmata.com

October 25, 2016

Dear WMATA Board:

We recently learned that WMATA is considering extending the Metrorail reduced hours of service following conclusion of the SafeTrack program. Tysons Comer Center is concerned about this proposal as it will have a significant impact on the many employees at the Center as well as our office towers, residential tower and Hyatt hotel - all of which are located within steps of the Tysons Comer Metrorail Station.

The shopping center alone has up to 6,000 employees, many of whom rely on public transit to get to and from their jobs. Our recent surveys have indicated that approximately 13% of our shoppers utilize public transport multiple days (weekday and weekend) each week. For our employees, most do not work a typical 9-5 office schedule, since retail hours begin slightly later and extend well past the end of the normal workday. The restaurant and theatre employees often depart work late in the evening after these establishments are closed, so late night public transit service is critical to these employees.

In addition to the shopping center employees, 36% of Hyatt Hotel employees are using transit, with the majority either arriving or departing during off-peak hours. And our many office tenants and residential tower residents also utilize transit during peak and off-peak hours.

Importantly, extended holiday hours in November/December each year require employees to arrive at the shopping center early and remain late into the evening to meet shopper demand for extended trading hours. Our shoppers also utilize Metro during the holiday season to avoid traffic. We encourage employees and visitors to take transit to and from the Tysons Comer Center site in an effort to minimize traffic congestion.

Tysons Comer Center appreciates WMATA's need to service the rail system and provide maintenance to ensure the system is safe and functioning. Given the ramifications of such a decision, however, we request the following:

The WMATA Board delay decision on this item until additional information is provided about the specific bus service options that will be in place to serve late night/early morning riders that will no longer be able to use Metrorail.

The WMATA Board not approve any extension of reduced service hours without a sunset for reconsideration of such a policy.

The WMATA Board ensure that during all times when Metrorail is closed, the Tysons Comer Metro Stations continue to provide pedestrian connections over Route 123 and Route 7 to allow for safe passage by those on foot, on bike and by those utilizing bus service.

Thank you for your time and consideration of this request. We would welcome the opportunity to talk with the appropriate WMATA staff about our concerns, and in particular, about the supplemental bus service that WMATA proposes to address this service cut. We would appreciate the opportunity to review such bus service information with our employees to ensure that their needs will continue to be met.

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of [DC/MD/VA], I feel compelled to comment on the important repercussions of your Proposal #4. While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4. Shutting down metro until 12pm on Sundays would seriously undercut our parish community. As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Appendix A - Metrorail Operating Hours Written Testimony

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment. We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers. Proposal #4 would be a step in the wrong direction. Really, any of these service limitations are not great ideas. It would be better to keep the service limitations we have now in place until we're Thank you for your consideration and efforts.

Nathan Krieg

Dear Mr. Wiedefeld and WMATA's Board of Directors,

My name is Hannah Estifanos. As a taxpaying, voting resident of Washington, DC, whose household relies on Metrorail and Metrobus for all transportation within the metro area, as well as to and from our major transit hubs (Union Station and the airports), I am concerned about the impact of the proposed permanent changes to Metro's operating hours on my household, our neighbors, and our city.

For many DC-area residents, Metrorail service is far more than a commuter rail for the 9-5 office worker. Especially in retail, restaurant, and service industries, many DC workers work late nights and weekends (including weekend morning opening shifts) and rely on public transit to commute to and from work. For example, I ride Metrorail and Metrobus with neighbors who rely on the system to commute to their jobs at Nationals Park during the baseball season. DC's major sports teams bring revenue and jobs to our city, and permanent cuts in Metro service hours negatively impact not only fans, who may be dissuaded from attending games or leave early to get home before Metro closing, but stadium employees, who cannot leave until the game is over and the stadium is cleaned and closed - and who rely on Metro for their commute home. Similarly, DC's restaurants, bars, and music venues bring revenue and jobs to our city, especially when the venues can attract world-class acts, and many concertgoers as well as event staff rely on Metro. Further, Metrorail service helps keep DC residents (drivers and pedestrians) safer on the roads at night by helping to reduce the number of drunk drivers on the road.

While late-night Metro service (and the potential for permanent reductions to it) has attracted much of the public attention and outcry regarding the proposed service changes, weekend morning service also impacts our city. For example, as a long distance runner, I have enjoyed participating in some of the wonderful races that DC hosts each year, such as the Cherry Blossom Ten-Miler, the Marine Corps Marathon, and the Rock and Roll Marathon. These races attract thousands of runners and spectators from all over the country and the world, who bring revenue to our city as they stay in hotels, eat at restaurants, tour our landmarks, and ride Metro. With the extensive road closures that major races require, and DC's limited parking, early morning Metro service is vital to keeping these vibrant events running smoothly and continuing to attract large numbers of runners to our city's races.

Metrorail and Metrobus service is also our area's lifeline to travel outside DC via bus (Megabus, Greyhound, Bolt, etc), Amtrak, and airlines. Early morning and late-night service is invaluable to travelers in and out of DC - especially when an early morning flight or train is the only affordable option, or a bus is delayed by traffic, resulting in a later than expected return home from an inter-city trip.

All four of the proposed adjustments to Metrorail's hours of operation would leave the DC metro area with less hours of rail service compared to similar cities. Boston's MBTA system runs 5 am - 1 am throughout the week. Atlanta's MARTA system runs 4:45 am-1 am weekdays and 6 am-1 am weekends. Philadelphia's SEPTA system runs 4:30 am-12:30 am on weekdays and recently introduced 24/7 weekend service. Even Baltimore's much smaller metro system runs from 5 am-midnight on weekdays and 6 am-midnight on weekends. Certainly the nation's capital can at least provide similar levels of service to its residents?

Finally, if expanded Metrobus service during the hours under consideration for closure is to be a viable option, we the taxpaying, Metro-riding public request a more detailed, transparent proposal of expanded service, that includes buses servicing more of the system at intervals of less than 30 minutes during the hours that Metrorail serviced prior to SafeTrack.

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Thank you for reading this letter, and for your hard work and commitment to the Metro system's safety and service.

Sincerely, Hannah Estifanos

The deterioration of service on Metro must stop here. No more. All studies show the overwhelming environmental, health, and economic advantages of a strong integrated public transit network.

The massive benefits and subsidies that accrue to commuters who are pushing our sprawl 50,60,70 miles from the Federal core can not come at the expense of our nations capital. Numerous options:

- enact the commuter taxes normal in other major cities
- stop tax giveaways for boondoggles (MLB, unnecessary developer "incentives")
- reassess zoning (increase the height limits and density outside the core city)
- find transit first then roads

An innovative, economically diverse and progressive society needs more from WMATA not less.

Tim Stephens

Thank you on behalf of Ward 7 residents.

David Belt
ANC Commissioner 7F01

On Sun, Oct 23, 2016 at 4:35 PM, Christie Roberts <roberts.christie@gmail.com> wrote:
Dear Management,

I'm writing with some concern about the recently proposed closure of five consecutive stations on each the Orange and Blue/Silver Lines in the neighborhoods east of the Anacostia River. I'm particularly concerned that the proposed limits in service would effectively extend from Capitol Hill well into Maryland (on all affected lines), ultimately bypassing Ward 7 during substantial portions of the week.

There are a number of reasons why this is problematic, not least the disproportionate impact that these closures would have on some of DC's poorest and most minority-dominant communities. While it is true that there are serious economic implications of ridership trends for Metro, it is also true that the Metro system is not a strictly business but is also a public service with a serious impact on broader development objectives as well as demography. As such, I believe that the economic implications of the proposal on the affected neighborhoods must be considered as well as the potential cost savings to Metro.

The closure of the Minnesota Avenue metro in particular would undermine the city government's purported plans for development along Minnesota Avenue, especially around the Benning Road intersection and along Nannie Burroughs Road - both of which areas are designated Great Streets Corridors. Severely reducing metro service would undercut the intent and actions of that plan. The city's economic development plans hinge heavily on the nearby transportation centers (in this particular case, Minnesota Ave). What happens to those economic development plans if public transportation access is significantly limited during evenings and weekends? Businesses like restaurants, cafes, and stores are far less likely to invest in such an area. In other words, Metro's proposed plan is likely to contribute to prolonged economic stagnation in the targeted neighborhoods over the long term.

It's especially problematic given the potential movement of development out from the H Street Corridor, down Benning Road (evidenced by more than one new condo development between the H Street "starburst" intersection and RFK Stadium). The recently completed bike trail along the east bank of the Anacostia River also represents a serious investment that could help spur economic growth if nurtured and connected to incoming economic development in the vicinity around Minnesota Avenue and Benning Road, to say nothing of mixed-use development investments at the Benning Road metro. These kinds of investments are not likely to spur anything further, however, if the area is suddenly much harder for people to access on weekends and after regular work hours.

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Finally, I would like to comment on the potential of buses to replace train service cuts. It is true that there are quite a number of buses that serve Ward 7. However, I would point out that these buses are extremely full, even well into the evening (I'm thinking of the X2 at 10pm on a Tuesday!), which also makes them slow. Is WMATA proposing to compensate with more express buses (which currently only run during limited rush hours on weekdays)? I think this would only add to the city's congestion and not really resolve the need for efficient, reliable transport.

In sum, I appreciate the opportunity to share my thoughts with WMATA and city officials. Needless to say, I am very strongly against this proposal, especially coming at a time when some DC officials are advocating for late-night service to accommodate baseball games, I find it deeply insulting that such arguments might be considered while an entire segment of the city's residents may potentially be cut off from reliable and consistent transportation services. I hope that this proposal is rejected in favor of other, more equitable options.

Sincere regards,

Christie Roberts
Ward 7F resident

NOTE: Received at the public hearing – hand written, Attachment

Dear WMATA:

I Janet Redman, fully oppose late service night-cuts and the closure of any stations during off-peak hours. I am in favor of:
Keeping Metro OPEN for late night and early morning service on the weekends. For example, providing service during the following hours:

Mon-Thu: 5:00 a.m. -midnight

Fri: 5:00 a.m. - 3:00 a.m.

Sat: 7:00 a.m. – 3:00 a.m.

Sun: 7:00 a.m. –midnight

Keeping ALL Metro Stations open during off-peak hours.

Finding creative solutions to ensure that Metro has a permanent dedicated funding source which is *not* derived from metro or bus fare increases. Progressive, sustainable and equitable sources of revenue should be analyzed (with public input) in order to determine what will be the best fit for the Washington Metropolitan Area.

Developing a leadership body comprised of top MD/DC/VA State and City officials, business leaders, labor leaders, and advocates to move the Federal Government to increase its funding for Metro's operating costs from current levels of 0% to 50%.

Dear Sir/Madam;

I am writing to register my upset that WMATA leadership is considering cuts in late night and weekend service when Metro's SafeTrack efforts are completed.

Quite simply, such a move will hurt businesses that are increasingly depending upon late night customers to make ends meet. Intrinsic in this step would be the inability of employees to carry out jobs with late shifts -- in the hospitality and other industries.

The proper step to take would be to secure proper, permanent funding from the jurisdictions (DMV) the Metro system supports -- at a level sufficient to hire extra maintenance personnel and up-to-date equipment ensuring maximum efficiency in their work.

Thank you,

Tom Carmichael
Metro loyalist

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Testimony

WMATA Hearing, October 20, 2016 Steve Kaffen, Washington, D.C. resident zzask @ yahoo.com

Number 1 is the best choice, but with an additional evening hour since it is Sunday and people are returning home, Kennedy Center and other venues are active, and families are out late on this day of leisure.

We would not be having this hearing if metro's creditability had not been spent.

For Safe-Track, the public should see, live by webcam on wmata.com, workers working on tracks during the closure periods. Get the press into the work areas too, at 7am and 2am in the morning, with cameras. If one's salary and savings are going to be taken - in the form of D.C.

taxes and ever-increasing fares -to correct poor past and ongoing management decisions, at least show how the money and inconvenience are being used.

Inspector General reports need to be harder hitting and cover critical topics, such as wmata's sustainability.

During the forced shutdown evening/early morning periods, I agree that buses should run the rail routes. Charge a premium if necessary equal to the metrorail fare. Longer term, early morning buses should run along major metrorail routes (example: Grosvenor - Silver Spring). 24-hour transport is part of being a big, vibrant city.

Here are some specifics as to why is credibility gone with the public, requiring such a hearing.

Customer service is needing. Try writing an email to metro, and you get back a generic response with no idea how the comment is/was followed up. Try suggesting a better bus stop location, or even a link between metrobus and the Circulator (such as could connect Dupont Circle and Foggy Bottom). With no meaningful response, people stop commenting and suggesting, and metro loses its best source of information.

Train ETA viewers should be at the tops of the longest escalators. At present, you must go deep below and then you wait through 30+ seconds of elevator outage and train disruption info scrolling before ETA train info appears.

Similarly, ETA data at bus stops turns over too slowly; a kindergarten student reads faster. You can wait for 45 seconds, in good or inclement weather, to see your bus' ETA. A good example is the Farragut Square bus stop. By the way, not all buses show up on wmata's site.

For passenger safety, could you finally eliminate the seven-second "move to the rear" announcement on metrorail. No one listens to it anymore; riders do as they wish. Further, at this time, the conductor needs to be "live," to mitigate door stampedes and provide immediate, real-time information.

By the way, in my opinion, the new voice of the metro has a cold and unfriendly sound. We are a welcoming metropolis.

Train stations remain dark. You've got a great prototype -the Judiciary Square station's bright lighting -to employ in similarly-shaped stations.

Our savior this period could be the buses. Many are new. But, Metro has disrupted the relaxation, conversation capability, and ride enjoyment. When the front doors open, a new "base fare" announcement-that almost no one needs-blazes onto the street, into the outdoor cafes and restaurants, and to annoyed riders (many disabled and seniors) sitting in the front of the bus. It plays every single time the front door opens. The reason, per metro bus management: to guard against assaults! Another new announcement blazes every time the rear door opens - "doors opening/doors closing." The reason: someone may fall out of a bus when the doors open-never in my metrobus history. So riders sit there listening to stereo noise on their nice new buses, and seniors, at least in my building, after trying ear plugs, say "no more," and have started to do Uber pools, which for three people are the same price and quieter than metrobus. Please do something that metro normally does not do: get rid of a bad idea.

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Further on bus comfortability, some new buses have seats that tilt back ...unnatural and uncomfortable, and a challenge for seniors and the obese to get up from the seats, as well as for riders to squeeze out of interior seats. Was there customer testing of these new seats?

And listen to your bus drivers. No. 42 bus drivers struggle to navigate through one narrow, traffic-clogged lane at Connecticut and Q St. entering Dupont Circle because the second lane is occupied by huge Washington Deluxe buses, whose bus "terminal" was placed there in the closing days of the Gray administration. Same for the N2, N4, and N6 buses as the Best Bus fleet blocks the right turn lane on Massachusetts Avenue entering Dupont Circle. Metro says it's DOT's concern. DOT says it's metro's concern because it impacts metro's buses. It is a major injury waiting to happen. Please get the stops for these big buses off the main streets and back onto the side streets.

And, finally, it is time to analyze benefit versus cost, function by function, position by position (not top down ...bottom up) to become lean and mean, and reassign or provide payouts as needed ...and be transparent with the public that this is being done.

Thank you for the opportunity to comment.

Steve Kaffen

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To declare the sense of the Council in support of maintaining late-night service hours on Metrorail.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Sense of the Council in Support of Late Night Metrorail Service

Hours Emergency Resolution of 2016".

Sec. 2. The Council finds that:

(1) The Washington Metropolitan Area Transit Authority's Metrorail system is a critical transportation network that connects the entire national capital region.

(2) The region is highly dependent on the hospitality and service industries for employment, attracting new residents and visitors, and •tax revenue.

(3) Workers, many of whom work late-night hours, rely on the Metrorail system to connect them with their places of employment and their homes.

(4) Other major cities, such :as London, are moving towards longer and later service 12 hours to ensure late-night connections between communities and employment centers.

(5) The many people, visitors and residents alike, who participate in the District's 14 vibrant night life, such as patrons of hotels, restaurants, and other establishments that stay open 15 late also rely on late-night service hours.

(6) Transit continues to be a safer alternative to driving, particularly at night when drivers are fatigued and the risk of drunk driving is greatest. Sec. 3. It is the sense of the Council that the Metrorail system should continue to operate until 3am on Friday and Saturday nights(and until midnight on Sundays. While we recognize the need for additional maintenance time to restore the Metrorail system, the Council believes that late night service on Fridays, Saturdays, and Sundays is critical to the safe transportation of residents of, and visitors to, the District, Maryland, and Virginia.

Sec. 4. The Council of the District of Columbia shall transmit a copy of this resolution, upon its adoption, to the Mayor and to the Washington Metropolitan Area Transit Authority. Sec. 5. This resolution shall take effect immediately.

Public Hearing, Washington Metropolitan Area Transit Authority Testimony given by David Schwartzman, dschwartzman@gmail.com, Tuesday,

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October 20, 2016, Metro Headquarters, 600 5th Street, NW, Washington, D.C.

To cover an anticipated \$275 million shortfall in its FY 2017 budget, WMATA is proposing to consider raising fares, eliminating a significant number of bus routes, close so-called unpopular stations in off-peak hours as well as layoffs and reduction of benefits for its workers ("Metro to consider raising fares, Washington Post, BI, October 12, 2016).

The DC Statehood Green Party strongly opposes all of these options, in particular any increase in Metro/bus fares, cutbacks in services as well as financing WMATA with sales taxes. We recognize that the proposed cost-cutting measures, particularly the termination of non-peak services would have a very unwelcome racist impact on people of color east of the River in DC and the MDNA suburbs ("Metro cost-cutting option unfair to people of color, critics say", Washington Post, BI, October 18, 2016; "The service cuts Metro is floating are draconian, harmful, and could further damage Metro's reputation" by Jonathan Neeley, October 12, 2016, <http://greatergreaterwashington.org/post/33850/the-service-cuts-metro-is-floating-are-draconian-harmful-and-could-further-damage-metros-reputation/>).

Mayor Bowser has proposed a regional 1-cent sales tax to fund Metro in coming years ("Leaders split on Metro funding", Washington Post, BI, October 13, 2016). We oppose any increase in sales taxes and the proposed fare hikes for two main reasons. First, these increases would be a regressive tax on low and middle income users of Metro, in particular buses. Balancing the Metro budget on the backs of low income and working people would be an unwelcome continuation of the approach of the Control Board era for District residents, when budgets were balanced by hurtful cuts in programs that served low income and working class residents. We don't need another dose of austerity for those who can least afford it, especially when the income and wealth gap is widening between the very rich and the rest of us. The income gap and child poverty rate in the District is now among the biggest in the nation, compared to cities and states.

Second, raising fares will discourage Metrorail and bus ridership, shifting reliance for commuting to cars, precisely the opposite to what is needed to reduce regional air pollution and its negative health impacts as well as carbon emissions which contribute to global warming. This approach is directly opposite to the self-declared objectives of the District government following its initiative, Sustainable DC.

I urge the Transit Authority to consider implementing the following alternative approaches:

1) *Close the \$275 million projected budget shortfall with a surtax on regional corporate profits and on millionaire incomes.* Millionaires in the Metro DC area now pay between 60 and 70% the rate in their local tax burden that working and middle class residents pay ("Who Pays?", ITEP) when the advantage afforded by the federal deduction offset is included. . In 2014, the most recent data available, DC returns with adjusted gross incomes of \$1 million and above had a taxable income of \$4.59 billion, (IRS data, <http://www.irs.gov/uac/SOI-Tax-Stats-Historic-Table-2>; open DC on the map). A gross receipts tax on regional corporations should be considered with an Ohio-like provision prohibiting pass-on to prices of its products, and WMATA should strongly urge its jurisdictions to all pass this regional tax.

2) *Progressively reduce not increase fares on Metro, expand clean bus service linked to Metrorail by creating a sustainable funding source for mass transit by implementing a regional congestion charge for car commuters and increased parking fees for the central DC business district.* If WMATA refuses to take steps to immediately implement congestion charging, then the DC government should implement such an approach on its own! It is so empowered under the constraints of Home Rule.

If London and many other cities around the world can reduce air pollution and traffic with congestion charging, why can't the District do the same? Again if action is not immediately taken to implement regional congestion charging, the District government should begin planning for a DC congestion charge, which would reduce air pollution and congestion in our city's core while requiring the accrued revenue to subsidize and expand mass transit. I call for legislation for a Task Force (with government and community representation) to plan for such a charge to commuters driving to the downtown business center of the District.

Air pollution and carbon emissions from transportation (and power plants) using fossil fuels go hand in hand. Hence, by taking timely steps to reduce carbon emissions that contribute to global warming we likewise reduce air pollution, with immediate benefits to the wellbeing of our residents. The London experience with its congestion charge shows its significant benefits, including reduction in air pollution. Revenues accrued went to subsidizing the London Underground and bus use, expanding the bus system, as the quickest and cheapest way to increase mass transit capacity. The District should use congestion charge revenues to expand bus service and progressively lower their cost to riders. Further, buses should be converted to the

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lower polluting compressed natural gas technology and optimally to hybrid or purely electric. This approach would be a Win Win outcome for both residents and commuters.

While some revenue is captured from commuters in the form of sales taxes, the District is explicitly forbidden by the Horne Rule Act to impose any tax on the personal income of non-residents*. Hence, until DC achieves statehood, reciprocal taxation of income with surrounding jurisdictions is not likely to be achieved. Unlike sales taxes, a toll on commuters would be paid by non-residents only. Therefore, most informed observers believe such a commuter tax would be rejected by Congress as contrary to the Horne Rule Act. However, a congestion charge for the core business center of the District could be designed to affect both residents and non-residents, analogous to the District's sales taxes. Such a congestion charge could be implemented without toll booths, using street cameras, the same approach as London's program.

I submit a DC congestion charge is worth fighting for, demanding Congress not turn it down if our city government passes it. An integral part of our struggle for full citizenship rights with DC Statehood is pushing the limits of what is achievable under the Horne Rule Act, our neo-colonial regime imposed by Congress. Gains in environmental, economic and social justice empower our struggle for DC Statehood. Finally, the region's goal should be free mass transit both for its social and environmental benefits, with operating costs paid by charges on car use and progressive taxation of corporations and individuals, as well as federal subsidies. Reducing air pollution would have immediate health benefits, particularly for DC's children. Pollution from mobile sources (cars, trucks, vans, etc) is the leading cause of ozone and smog in the District of Columbia, dangerous compounds that cause respiratory illness and childhood asthma.

*District of Columbia Horne Rule Act

SEC. 602. [D.C. Code 1-233] (a) The Council shall have no authority to pass any act contrary to the provisions of this Act except as specifically provided in this Act, or to--(5) impose any tax on the whole or any portion of the personal income, either directly or at the source thereof, of any individual not a resident of the District (the terms "individual" and "resident" to be understood for the purposes of this paragraph as they are defined in section 4 of title I of the District of Columbia Income and Franchise Tax Act of 1947[, approved July 16, 1947 (61 Stat. 332; D.C. Code 47-1801.4)]).

Dear Ms. Ellison,

At its regular meeting on October 20, 2016, Advisory Neighborhood Commission 2A ("**ANC 2A**" or "**Commission**") considered the above-referenced matter. With five of seven commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (**5-0-0**), after a motion made by Chair Kennedy and seconded by Commissioner Schrefer, to submit the following testimony that ANC 2A Chair Patrick Kennedy delivered to the Washington Metropolitan Area Transit Authority's Board of Directors on October 20, 2016:

The Commission associates itself with the testimony given by many speakers in encouraging the Board to look at alternatives to the four hours proposals proffered by management. Rather than taking a meat cleaver to the hours of the system across 110 miles of track, we would encourage the Board to consider a more surgical policy of prioritizing limited service reductions -- single-tracks, early shutdowns, etc. -- in discrete locations where maintenance tasks are to be performed. This would require additional effort for planning purposes in order to inform customers and manage impacts on revenue service, but it would carry a significant dividend for riders over a complete service reduction as proposed.

□ The Board must consider a more existential question, which is: What does it consider WMATA's role to be? If it considers Metro to be a rapid transit service in the peer group of systems in Atlanta, the San Francisco Bay Area, and even Metrorail in Dade County -- much less New York, Los Angeles, and Chicago -- then it must consider that the proposed service hours in the four alternatives would make the D.C. Metro an outlier. Given the present state of the system, it is perhaps not fair for riders and the region to expect that Metro would perform significantly better than its peer agencies in the short term -- but nor should they be expected to accept a permanent policy that would make aspects of Metro's service significantly worse.

□ Though the District of Columbia has been perhaps the most vocal about the proposed late-night service reductions, we would encourage representatives from Maryland and Virginia to consider this proposal in the context of protecting the investments that those jurisdictions have made to extend service into the suburbs. When Metro specifies a 12 am closing time now, that effectively means an 11:24 pm closing time for a passenger traveling in from Largo. From someone

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departing Reston, it means an 11:10 pm closing time. If hours are rolled back to 11:30 pm or even 10 pm, many of your constituents, workers, and tourists would be cut off as early as 9 pm. What will this mean when the system's extension to Dulles Airport is completed and opened? For the many billions of dollars that Virginia taxpayers are investing in that segment, and given how much Dulles' strategy for staunching a decline in passenger traffic is predicated on improving access to the core of the metropolitan region via reliable transit service, what would the impact of this proposal be on the usability of the system as a whole?

□ Recently, the general manager signaled in public comments that he would be open to looking at the system hours issue once again in 2018. If this is true, then as a last-resort the Board should consider implementing whatever the preferred hours alternative is with a sunset provision that would require affirmative action by the Board -- similar to this process -- in order to retain the reduced hours. We must consider the pre-SafeTrack hours of the system as our ideal, and the Board's goal as a matter of policy. Implementing new, reduced hours on a permanent basis enshrines those hours as the status quo, and shifts the burden of proof in order to adjust those hours back toward the ideal -- and toward what this system should be capable of. We must not do that.

□ Any short-term hours reduction should be specific in duration, and the Board should insist upon standards of accountability in order to ensure that there is a proximate relationship between its policy choice on span-of-service and WMATA's work product as far as improving system reliability and returning infrastructure to a state of good repair. We believe that riders, although not pleased with any service degradation, are willing to accept those that are time-limited with a believable end date, where there is accountability and measurable improvement targeted.

□ Finally, without getting into the granular aspects of the alternative bus proposals presented, certainly it should be said that some improvements to late-night bus service must accompany any reduction in hours -- even a temporary reduction. But more than that, we would encourage the Board to consider its fare policies in concert with this specific service proposal -- even though it is not directly a part of it. If Metrobus is to take up the slack for the rail system when maintenance work is being performed or service disruptions make the train an untenable option, then Metro's fare structure must consider the bus to be an equal part of the overall transit system. It is no secret that public perception in the United States relegates bus service to a lower caste than rail service; ungenerous transfer policies only encourage perceptions that Metrorail and Metrobus are separate systems at a higher and lower-tier of service, respectively. While this is generally an equity issue for bus riders not having access to rail, Metro's rail pass products effectively penalize pass holders financially for choosing to take the bus over the train without paying a significant premium for a bundled pass. Therefore, the next time the Board considers a fare adjustment, we would implore it to implement a 1:1 free transfer policy up to the base fare -- similar to systems in New York and Chicago -- with the rider only paying any difference in fare if transferring into the rail system for a commute beyond the base fare level.

Commissioner Patrick Kennedy (2A01@anc.dc.gov) is the Commission's representative in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,
Patrick Kennedy Chairperson

CC: Councilmember Jack Evans, Chair, WMATA Board of Directors
Sherri Kimbel, Director of Constituent Services, Councilmember Jack Evans

Dear WMATA:

I am writing on behalf of the Session of The New York Avenue Presbyterian Church to protest the proposed elimination of Metrorail operations on Sunday mornings (Proposal #4). The New York Avenue Presbyterian Church is situated between the McPherson Square and Metro Center Metro stations. We are a downtown church and have been so for more than 200 years. Our membership lives throughout the metropolitan area and many of us take Metro to church. Many of our staff members do as well, and some of them work on Sunday mornings. We have services at 8:45am, 10am and 11am. Metro is particularly important on those days when the District is hosting a marathon, walk-a-thon, large protest, street festival or other activity that restricts vehicular

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traffic into and around the city. These events occur most often on Sunday mornings. Proposal #4 would have a very negative impact on our congregation and staff and we urge you not to adopt it.

Sincerely,
Miriam Dewhurst
Clerk of Session
The New York Avenue Presbyterian Church

October 21, 2016

WMATA
Attn.: General Manager/Board of Directors
RE: Testimony on Option #4

Mr. Wiedefeld and members of the Board:

I am writing to offer testimony on the impact of proposed changes to MetroRail's hours of operations, particularly Option #4, which would push back the rail system's opening time on Sundays to 12PM.

Our congregation has existed in the heart of downtown DC since 1850, and we have occupied our present site at the corner of 9th St. and Massachusetts Ave. NW since 1918. We are largely an urban congregation, with over 60% of our members living in the District and others commuting in from Virginia and Maryland. Many of our members do not own cars, including some of our key leaders who make our church function each time the doors open. These individuals and some of our staff depend on MetroRail to get to our 11AM Sunday worship service. Some of them would likely need to extend their journeys by an hour or more each way to make the same trip via bus and others would likely find a new faith community as the bus schedule does not accommodate their needs; in fact, we already know of at least one member who has stopped attending due to SafeTrack disruptions. The impact of a more permanent curtailment of service to our congregation would be enormous.

In addition, our facility not only provides a home for our congregation, but also serves our community through several homeless ministries. Many of the volunteers who open this ministry on Sunday mornings also rely on public transportation.

We value WMATA's new emphasis on safety improvements and hope an alternative solution to Sunday closures can be found. Again, I cannot overestimate the impact not having MetroRail on Sunday mornings would have for our community. Please feel free to contact me at kate@mvpumc.org or 202-347-9620 with questions or comments.

Sincerely,

Kathryn Mackereth
Director of Operations
Mount Vernon Place UMC

Dear Ms. Chisholm,

I am VERY much against Option #4 on proposed new Metrorail hours of operation. Having no rail service on Sunday mornings would be VERY bad for me. I prefer Options #1 or 2. Option #3 is not great, but anything is better than Option #4. Thank you for tallying my opinion in your public participation process.

Sincerely,
Margaret M. Howard

I would like to voice my opposition to any further reduction in service on metro.

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I don't understand why a reliable 30 min headway cannot be run on the owl services single tracking where work needs to be performed even roaming as needed. How many spots can crews work on at once. Even if you needed to start work earlier you could reduce headways and run around work areas. It just takes an effort to provide service and not screw the people that pay your freight.

Steve Erlitz

Metro must be open to accommodate

- Late nat games
- Shift workers who get off work after midnight 7 days per week.
- White flint station must remain open during off peak times to accommodate workers in the NSA bldg. across from the station
- Special events in downtown DC such as races (marine corp, cherry blossom) to accommodate the racers getting to the warm ups.

Closing the metro at midnight is unreasonable and penalizes the low income workers who tend to do the shift work. None of the 4 proposals offered is reasonable. Your online survey did not allow for comments or alternative proposals. This again is a biased and unreasonable.

Hello, please include my request for late closings for Metro trains. I am a DC licensed Tourist Guide. Our beautiful illuminated memorials at night are a "Must See" for many corporate and association visitors as well as other citizen and international visitors. These Tours end at approximately 11 pm at the Mall and then we must return the guests to their hotels. After this, we the Guides and transportation contractors can start to make our way home. We earn a fee of \$100 to \$160 for the evening. It is economically essential to have Metro train service past midnight into the MD and VA suburbs. A cab or uber/lyft ride home would equal 50-100% of the fee paid for the evening of work! The economies of scale are completely out of skew for contract workers such as myself. Please restore late Metro train closings past midnight 7 nights a week. Thank you, Clara Sachs

I am writing to express my strong preference against proposal 4 to the change in metro hours, which would leave the metro closed until noon on Sundays. I live in Takoma Park and attend a historic church, Calvary Baptist Church, in Chinatown on Sunday mornings. I and many of my fellow congregants will have a difficult time getting to our Sunday service, which starts at 11, without access to the metro. I'm sure there are many other churchgoers in the DC metro region who would be similarly negatively impacted by this change. I urge you to opt instead for proposal 3, which seems like a reasonable compromise between those of us who need weekend morning service and those who require late night access.

Thank you for your consideration of this matter.

Courtney Rice

Proposal #4 to limit service on Sundays to begin after noon would seriously effect many members of our church who have no other method of prompt transportation on Sunday morning. Our members tend to live both in and outside the District and have for years relied on Metro rail service. Please do not select option #4.

Thank you,

John O'Brien

The proposal number four best fits my needs for Metro.

Yours truly,
Harry Lee

Members of the WMATA Board,

Please do not approve any proposal to cut back late night hours on Metro or send it to official hearings. Late night service is important for our region, especially for many workers who have no other transit options. It should not be jettisoned.

Please ask Metro to provide more options, such as targeted closures and bus alternatives, before sending anything to a hearing.

Thank you.

Located on Silver Line. McLean.

Any decisions about closing stations has to be done based on peak use not on use during Safe Track hours.

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Metro needs to build in opening/closing flexibility based on the needs of the community on a given day. Is there a late-ending sporting event or concert? Stay open for two extra hours.

Also there is no reason to restrict silver line service to Va. only. And if it is happening this needs to be communicated in advance.

In this area we put up with disruptions and construction for years and then to find out the Silver Line service is not available in DC without notice, that is extremely frustrating. Why build when it is not going to be used. Especially when Silver serves the same stations within DC as Orange.

Timing-wise my vote would be a hybrid between the third and fourth options.

Please feel free to contact if you have any follow-ups.

Sent from my iPhone

Dan Friedell

I need the morning Metro service. Sometimes, even opening at 7:00 AM is not early enough for me. As it is, for example, it is difficult, if not impossible, to get an early morning Amtrak train from Union Station on the weekends because Metro does not start early enough to get me there on time.

I do not have a car and am, therefore, totally dependent on the Metro and busses. To start the Metro at 9:00 Saturday mornings and then at 8:00 in the morning or, even worse, at noon on Sundays, would be a great hindrance to me. I remember when the Metro system changed from an 8:00 Sunday morning opening to a 7:00 opening. I was very happy about it and it made a big difference.

Please maintain the 7:00 AM Metro opening on the weekends. Proposal #2 is the best one.

Thank you very much. David Fallick

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

A comprehensive night owl bus service network (not the confusing map of existing services, but an actual network) is essential to making sure that our public transit system continues to function in a useful manner.

Thank you, Abby Lynch

After perusing the four options, I can't help but ask why not a 2am closure on the weekend? Most people stay out past midnight but way fewer are out after 2am. I would rather have the rolling inconvenience of a safetrack like schedule for the foreseeable future rather than permanent significant curtailment of weekend late evenings and weekend mornings.

I rely on the Metro for work and fun, and so do most people I know. There is strong demand for services, but inconvenient hours will mean lost revenue for Metro. Also more traffic.

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Thanks, Olivia

Hi,

My suggestions for maintaining sufficient late-night regional connectivity are as follows:

I would suggest Proposal #3, in tandem with the proposed bus service, which ideally will operate 24 hours a day, 7 days a week. This would provide a good balance of allowing some extra time for customers and service workers at late-night establishments to get home on Fridays and Saturdays, while maintaining reasonable hours on all days of the week. I also hope that once all deferred maintenance is completed, operating hours expand to 5am-Midnight on Mon-Thurs, 5am-1am on Friday, 6am-1am on Saturday, and 6am-Midnight on Sunday, with renewed permission for late closings/early openings for major events.

The night bus service network could serve as a testing ground to analyze potential further full overhaul of the Metrobus and DC Circulator systems that would feature dedicated bus lanes, extremely short headways (duplicative, parallel bus routes a block or two apart could be consolidated onto dedicated, signal-prioritized Bus Rapid Transit corridors, with cycling/pedestrian infrastructure and feeder bus routes providing first/last mile connectivity to residences and employment districts), and better-spaced, more developed bus stops/stations. Paratransit service could also utilize the dedicated lanes. Faster, higher capacity, reliable fixed route bus service would have the additional benefit of taking pressure off Metrorail and providing subway riders a more viable alternative during service disruptions of any kind.

Capital Bikeshare (or a personal bike) also is an affordable, convenient late night option in many areas. While the DC region has numerous examples of good cycling infrastructure more dedicated bike lanes or paths would make this option safer and more enjoyable, especially at night when car drivers can have difficulty seeing cyclists.

Currently, app-based rideshare vehicles stopped while waiting for customers create gridlock in nightlife hotspots, delaying existing late night bus routes (I once had to cross a traffic lane to board because the Metrobus could not pull into the stop due to stationary cars blocking its path) and creating a dangerous environment for pedestrians and cyclists. Thus, while partnerships with taxicabs, Uber, Lyft, or other private carriers may be a good first/last mile solution in outlying low-density suburbs, I worry that encouraging more such vehicles to come to central areas would worsen this problem. I feel WMATA and other local agencies should prioritize the suggested above bus and cycling upgrades, as these would be a more convenient, safer, effective, and affordable option in much of the region, particularly in the District.

Best, Cleveland Park Resident

Regarding late hour late night transit service there are buses but these are also stopped way earlier than even the trains. I work as a gov't contractor and need to travel from Maryland where I live to Virginia where I work. I found when working on the day shift I could take buses and trains but it was a 2.5 hour commute each way from Laurel, MD to Fairfax city VA. The train is not available late at night for this commute, nor is the bus service, so for this commute I have pretty much had to drive. This commute is only one example however, there are lots of gov't contractors who also work late or work in other than normal business hours. There are also tourists and students who could use a good late night after business hours support.

The WMATA could run buses late at night instead of the trains but this could work if there were express routes for this at night service. Currently when the trains are out there are shuttle services in buses but they take circuitous routes for the shuttles. I found this out when I needed to get to work at 11pm and the orange train stopped at Eastern Market and I had to get off to get on a shuttle to get to L'Enfant. The shuttle went not from station to station but down several side roads.

Sincerely, Steve

To: General Manager and Board of Directors, Washington Metropolitan Area Transit Authority

No to Option 4

On behalf of Metropolitan AME Church, we thank you for the opportunity to offer written testimony concerning the proposed option of a 12noon Sunday opening of the METRO trains. We oppose option 4.

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Metropolitan African Methodist Episcopal Church is a historic church, with artifacts and recognition on display at the newly opened Museum of African American History and Cultural. We were founded in 1838 and have hosted several American Presidents, beginning with William Howard Taft, and have held funeral services of civil rights icons such as Frederick Douglass and Mrs. Rosa Parks. Our members live throughout the DMV and travel mostly by using METRO trains.

Opening the trains at 12pm on Sunday creates a transportation hardship for too many members of our congregation and other congregations whose members rely on the METRO trains as their sole source of transportation to church worship. Our worship services are 7:45am and 11am. Additionally, our church school with families and children is at 9:30am. Many of our families coming to church school also use the METRO trains as their sole source of transportation. Even though opening the trains at 8am prevents members from being able to attend the early worship service, we are willing to compromise. This is why we are strongly urging WMATA to consider option # 3. Option #3 keeps the trains open until 1am while reopening Sunday morning at 8am. This to us is a better and fairer approach. It is not lost on us that there are those in community concerned about Saturday night business clients. We hear them and believe there should be a compromise, this is why we are suggesting METRO adopt option #3.

While we support METRO's goals of improving safety and reliability, we believe that Option no. 4 has the unintended consequence of being an indirect attack on the faith community. Considering the impact on our members, we are in full support of proposals 1, 2 & 3 which would allow members of our community and our church to attend worship services. Also these options allow individuals to get to work and option 3 provides a later night closing for late night travelers.

As an integral part of this community we implore WMATA to take seriously our opposition to option 4 and return to us a favorable response.

Grace and Peace, William H. Lamar IV

I am primarily a bus rider. On occasion, I go to concerts at the Meyerhoff in Baltimore. When concerts don't get out until around 10:30 pm and then the short trip via MTA Light Rail to Penn Station, I end up with a Northeast Regional Amtrak train back to Union Station. I get in AFTER MIDNIGHT. HAVING RELIABLE LATE-NIGHT BUS SERVICE WOULD BE FANTASTIC!!

I use the D8 to get home. However, having the 80 bus to Brookland, where I can pick up the G8 home will work for me.

YOU NEED TO PUT MORE EMPHASIS ON BUSES.

A LATE-NIGHT BUS SERVICE THAT IS RELIABLE would be an ASSET TO THE REGION.

MOST OF US DON'T LIVE WITHIN A SAFE WALKING DISTANCE OF A METRO STATION. BUT PROBABLY CLOSE TO A BUS LINE.

BUT, PEOPLE NEED TO KNOW WHERE BUSES GO!

Those of us who are regular bus riders know the System. But, Newbie Riders have to LEARN HOW TO RIDE AND LEARN THE ROUTES. LEARN HOW TO MAKE IT WORK FOR THEIR INDIVIDUAL NEEDS. IT TAKES TIME, BUT IS DOABLE.

SO LET US PUT METRORAIL TO BED TO HEAL AND FOCUS ON BUSES!!

THAT'S MY VOTE.

THE NEWBIES WILL KICK AND SCREAM. BUT, THEY MIGHT FIND BUS RIDING IS COOL AND IN.

SO, INCORPORATE THE BUSES THAT ARE ON THE TABLE FOR STARTERS. THEN TWEAK AS NEEDED.

LISTEN TO US RIDERS.

BUT, BUSES MUST COME!!!

BUSES MUST BE RELIABLE!!!!

I know I'm in the minority, but Metrorail could shutdown forever. It's not really that useful to me. BUT, I DO NEED THE BUSES.

Thanks again. Linda D Lee

October 24, 2016

To: WMATA Board of Directors

Appendix A - Metrorail Operating Hours Written Testimony

From: DC Corrections Information Council (CIC)

RE: Proposal to Eliminate Metro Service During Off-Peak Hours

The Corrections Information Council (CIC) is an independent government agency mandated to inspect the prisons, jails, and halfway houses where DC residents are incarcerated. The CIC reports on issues affecting these DC inmates, their loved ones affected by their incarceration, and DC inmates' ability to receive necessary services and humanitarian treatment.

The Washington Post recently published an article¹ regarding a cost-saving scenario presented by the Metro staff discussing how the agency could possibly balance their budget. The scenario involves closing 20 low-ridership metro stations during off-peak hours. While closing these stations will affect a substantial number of communities, it will also impact those visiting and housed at the Central Detention Facility ("CDF" or "DC Jail") and Correctional Treatment Facility ("CTF").

One of the stations identified by the Washington Post is the Stadium-Armory Metro Station. This station is the closest to the DC Jail and CTF, a total of 0.1 miles, a two-minute walk away. For those who visit these facilities to visit family members or for legal visits, the Stadium-Armory station serves as one of the few cost-effective and logical forms of transportation to the facility compound. Closing down this station during non-peak hours will have detrimental social, public safety and legal effects.

The Vera Institute of Justice published research stressing the importance of visitation for incarcerated residents.² The current research shows that the incarcerated resident's health and mental wellbeing will improve with visitation of family or children. When those individuals who have children have visits, they are able to maintain contact and continue to foster a relationship. The Vera Institute also discusses how some studies are also indicating that there is a correlation between visitation and the decreasing rate in violence. When the incarcerated residents look forward to their visitations they are less likely to break the rules in fear of losing their privileges. When the incarcerated residents sway away from violent behavior they are making a safer space for staff and other inmates.

Also, when service providers and support groups visit inmates, they provide another link to the outside world. Visitation opportunities provide new connections that inmates can use when they are looking for support when released. Being able to establish these connections help inmates prepare for reentry into the community. As of now, in-person visitation hours at the DC Jail are between 10am to 8pm. If the visitors are relying on the metro system, they have 6 hours during off-peak times and 4 hours during on-peak times that they can visit the jail. If the Stadium-Armory station closed during off-peak times, Metro accessible social visit hours would be reduced from 10 hours to 4 hours. Not only does this create a problem time-wise, but it also puts a burden on those trying to visit. The Washington Post cites CityLab, stating, "Metrorail passengers who make less than \$30,000 a year are more likely to ride during off hours."³ If these visitors are forced to ride only during the on-peak hours, they could be spending up to \$2.40 or more each way. While this doesn't seem like a huge difference in price, for those who are making lower wages, this could be the deciding factor as to whether or not they eat a meal or visit their family.

Per the Sixth Amendment to the United States Constitution, criminal defendants have the right to counsel, the right to have a lawyer zealously advocate in their defense. Many incarcerated pre-trial cannot afford counsel, so are appointed attorneys to represent them. These defenders may not be able to conduct necessary legal visits to represent clients to their fullest capacity if the Metro is closed during off-peak hours. These off-peak hours are the most logical times for lawyers to visit their clients to discuss their cases. This puts the incarcerated defendants at a higher risk for not receiving the counsel they need, putting their constitutional right at risk.

Those family members and legal counsel who might have access to cars during off-peak Metro hours, will still have a difficult time getting to DC Jail and CTF. These buildings have limited parking spaces, shared by staff and visitors. Even if a visitor were to take a car to the jail, they would have a very slight chance of finding a parking space, especially during those off-peak hours when the highest number of correctional staff are parked there during normal business hours. Closing the Stadium Armory Metro station may help solve some budget gap issues, but it will create even more issues with larger societal ripple effects. DC residents who are incarcerated will lose positive interaction with the outside world, and public defenders will be less able to meet with their clients to the extent needed. Closing this Metro stop during non-peak hours negatively affects those housed within the walls of DC Jail and CTF, those who support them through visitation, their legal representatives, and the public safety of the District as a whole. For these reasons, we ask the Metro Board to not close Stadium Armory Metro station during non-peak hours.

¹ "These stations and bus routes face service cuts if Metro can't balance its budget," Martine

Powers, The Washington Post, October 12, 2016. https://www.washingtonpost.com/news/dr-gridlock/wp/2016/10/12/these-stations-and-bus-routes-face-service-cuts-if-metro-cant-balance-its-budget/?tid=a_inl

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2 "The Human Toll of Jail: The Value of Visitation," Vera Institute of Justice, 2016.

<https://www.vera.org/the-human-toll-of-jail/fighting-for-face-time/the-value-of-visitation>

3 "The 20 stations Metro could close during off-peak hours to save money are mostly in communities of color," Martine Powers, The Washington Post, October 17, 2016. <https://www.washingtonpost.com/news/dr-gridlock/wp/2016/10/17/the-20-stations-metro-could-close-during-off-peak-hours-to-save-money-are-mostly-in-communities-of-color/>

Thank you

Michelle Bonner

Michelle Bonner, Executive Director

DC Corrections Information Council

I have already filled out the survey to capture my vote. I know you have hard choices and a broad spectrum of people's needs to accommodate but with that said, I want to tell my story because we need the subway to open before 9 am. Opening at noon would hurt Calvary.

I have been a member of Calvary Baptist Church at 8th and H since 1975. Attendance was low and getting lower but we felt we needed to stay in the City where there were many needs. So as other churches were choosing to move out we stayed. We have activities all week between Church activities and the many Resident Partners that use space in our building.

We are not a neighborhood church. Some of our members do live near the Church but we have families that come in from Gaithersburg, Potomac, Silver Spring, Springfield, Vienna, Arlington and DC. Young and old use the metro some as a back up when cars don't start, when races block roads, or when the roads haven't been plowed. Some of our younger members don't drive and come in by metro every Sunday.

Calvary opens for activities before 9am on Sunday and our church service is over at Noon. A noon opening would hurt Calvary because we are so geographically scattered, Sunday is our primary time to worship together and build community. We have two other congregations that use the building on Sunday after we leave.

I hope you will be able to open earlier than noon on Sundays.

Nancy Renfrow

I want to commend GM Wiedefeld for putting SafeTrack in place to get the rail system to a more reliable state. I understand the closing of Metro at 12am for trains is needed to allow for the needed time for repairs. However, I must inform you that I don't support any of the four proposals to reduce the amount of Metrorail service beyond the SafeTrack project. All of the proposals have built-in problems, especially the first two. Proposals 1 & 2 are the worst of the four because their hours are shorter than the current hours under SafeTrack. The problem with Proposal 3 is the Friday & Saturday night hours because those are the days where you need late night service beyond 1am. The problem with Proposal 4 is the weekend hours, especially on Sunday. Open the rail system at noon on Sunday doesn't accommodate anyone who uses Metro to get to church, work (if they work Sunday hours), and it is especially bad for Nationals, Redskins, or Capitals games that start shortly after the proposed Noon opening.

I think that Metro should go back to the hours it had for the trains before SafeTrack, but with a suggestion to briefly modify train hours. The suggestion is to have mandatory inspections of all six lines every 2 years and close the rail system at midnight during the inspection period. The following conditions would occur if any section fails an inspection:

Sections of Metro lines that need repairs would either single-track around-the-clock or be closed (similar to SafeTrack).

After repairs are completed at affected stations, Metro must have follow-up inspections twice a month for 3 months to guarantee that repairs are properly being done. The follow-up inspections will NOT replace the mandatory 2-year inspection.

I believe that the current hours with the inspection provision would give customers the service they need and the ability for Metro to have a chance to acquire additional hours without a drastic cut in service.

Thank you for your consideration. Patrick McLeod

Hello,

Appendix A - Metrorail Operating Hours Written Testimony

I am a member of Calvary Baptist Church in downtown DC at the Chinatown stop. Many members of my church rely on the metro on Sunday morning so they can attend church. If the metro weren't open Sunday mornings, the attendance and participation on Sunday mornings would be negatively affected. Please do NOT implement proposal #4.

Thank you for your consideration, Amy Dale

I hope that WMATA will NOT decide to open Metro later than 7 am on weekends.

Most of the road races that take place in the DC area start early in the morning on Saturday or Sunday, so that they are finished before traffic gets heavy, and thus they block traffic as little as possible. I run about 25-30 races a year, and I don't drive, so the only way I can get to most races requires Metro. If Metro didn't open at 7 on weekends, a large number of the races I enjoy would be inaccessible. And due to lack of parking in some locations, participation in some races that raise funds for good causes would probably be reduced.

I also go on some weekend hikes where I get on the Metro before 8 am in order to get to my destination.

Please note that I know that maintenance is important, and I applaud the decision not to compromise the SafeTrack program by extending Metro hours late for Nationals games or early for area races, including some races that I personally participate in (e.g. without Metro, I couldn't do the Navy 5 Miler this year, but will be able to get to the Marine Corps 10K by bus).

Thanks for your attention. M. M. Whalen

I liked the proposal #1 for new hours for Metrorail

Thank you

Khalid Bin Matin

Ladies and Gentlemen:

I've lived in the Washington, D.C., area for more than 25 years and never once owned a car or bicycle in all that time. For that reason, any and all changes to the Metrobus and Metro system dramatically determine what I can do as a resident, employee, traveler/tourist, and parishioner.

I happen to live in Silver Spring and attend church in Washington, D.C., and my particular church is made up of worshipers from Virginia, Maryland, and D.C. , both English- and Spanish-speaking. We hold six services on Sunday alone, not counting concerts, homeless ministry events, Scripture study, and other functions, and most of the services take place before noon.

Curtailing Metro service on Sunday would have a disastrous effect both on the quality of life in D.C. and the cohesion of the community. Many will have to bring cars into the District, and many others will likely opt to decrease their participation or attend another parish closer to home.

The changes in service will affect worshipers and workers who come into the District on Sundays, and it troubles me as well to think of the severe hit local tourism will take if WMATA chooses to open the Metro beginning at noon. Therefore, I respectfully ask that the noontime opening be eliminated from the options currently before the WMATA leadership.

Many thanks. Catherine Hagman

October 25, 2016

The Honorable Jack Evans Chair, Board of Directors

Mr. Paul Wiedefeld

General Manager and Chief Executive Officer

Appendix A - Metrorail Operating Hours Written Testimony

Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

RE: Short- and Long-term Recommendations for the Viability of WMATA Service

Dear Mr. Evans and Mr. Wiedefeld:

The Washington Metropolitan Area Transit Authority (WMATA) operates the regional transportation system that serves a global capital city and its region. The Montgomery County Chamber of Commerce (MCCC) supports a safe and reliable system ongoing maintenance economic competitiveness of the region continued service to the public

In response to recent proposals to limit hours of Metrorail operations system-wide and at particular stations in order to perform ongoing maintenance, we recommend short-term and long-term goals to avoid reaching a tipping point where WMATA will no longer be able to retain riders. Short term:

In order to balance user needs with a sufficient maintenance program, we urge WMATA to explore the full range of options including:

More maintenance crews per shift;

Alternative bus service to cover 'shoulder' times (early morning/late night); and, Flexibility to remain open for major events (concerts, sports, marathons, rallies).

Longterm:

The current situation offers the opportunity to address the larger issue of a viable system. The 2005 "Metro Funding Panel" raised this issue and offered the following recommendations, as listed in the Executive Summary:

"There is, and will continue to be, an expanding shortfall of revenues available to address both capital needs and operational subsidies of the Metrorail and Metrobus systems.

Federal needs require the federal government to significantly participate in addressing these shortfalls, particularly for capital maintenance and system enhancement.

The Compact jurisdictions of Maryland, Virginia, and the District of Columbia should mutually create and implement a single regional dedicated revenue source to address these shortfalls.

The most viable dedicated revenue source that can be implemented on a regional basis is a sales tax.

Federal and regional authorities should address alternate methods of funding MetroAccess, or paratransit, needs of the region."

Twelve years later, the lack of a regional dedicated funding source, as well as the lack of a Federal Government commitment to the National Capital transit system, continues to be the biggest threat to both the present and future viability of a system struggling to meet the needs of a growing region.

We will continue our advocacy to support WMATA at the local, state and federal levels. We ask that you continue to explore options to provide as much service as possible to meet the needs of a diverse, dynamic and world-class capital city and region.

Georgette "Gigi" Godwin President and CEO

WMATA Board Members and General Manager Paul Wiedefeld;

I am sending this written testimony to express my opposition to the cuts to late night discussed at the October 20th hearing. In addition, I am writing to oppose the outrageous service cuts published in the Finance & Administration Committee Information Item IV-A for FY 18.

These off peak service cuts, should they be implemented would have a disparate effect on my community and everyone living in DC Wards 7, 8 and Prince George's county. They would create a two tiered transportation that excludes much of the region's African American population. They are transparently discriminatory and are deeply regressive.

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These proposed cuts are ill thought out, immoral and regressive. They would not save Metro money, as ridership at many Ward 7 stations is higher during off peak times. It would permanently drive thousands of riders from the system. At the same time monetary savings would be limited, as trains would continue to provide service to New Carrollton and Largo stations. Ward 7 residents would have the privilege of watching empty trains roll through their neighborhoods without stopping.

This "proposal" should never have been published. It is unvetted and and unserious. Regardless of WMATA's intentions in publishing a document like this, it is now public. It must be refuted.

Let me educate you on the consequences of service cuts to my community.

Ward 7 residents commute over the river for work. While many of us work 9 to 5, many of work afternoon or night shifts. Both of these proposals would impose great hardship on people like nurses, restaurant workers and people who work hospitality. For many of my neighbors, late night service is an economic necessity, not a luxury. Many workers already have to sleep overnight at their jobs because they can't get home. If your propose cuts were enacted, many of my neighbors would lose their jobs or be forced to leave their homes.

These proposals, even if not passed imply that service in Ward 7 will become *uniquely* unreliable and insufficient. This would be devastating to the revitalization of our ward. Every station in Ward 7 is the site of new Transit Oriented Developments. All of these could be endangered. If your proposed cuts were enacted, the economic revitalization of our ward could be snuffed out. Thousands of jobs would not be created, and another generation of Ward 7 residents would be denied access to amenities and retail that they long struggled to bring to the community.

Ward 7 has a high rate of home ownership. Many of my neighbors are working class people who have proudly maintained their homes for decades and even generations. Many today are seniors on fixed incomes. If your proposed cuts were enacted, the home values of my neighbors would be devastated. Retirements would be threatened.

Two thirds of the children in my community travel outside of our neighborhood to attend classes. Many of these take advantage of DC's Kids Ride Free program. Half of all students in Ward 7 travel out of the ward for school. More than 1,100 students travel into Ward 7 to attend charter schools like Caesar Chavez Parkside and Friendship Collegiate Academy Public Charter School. If your proposed cuts were enacted, the educations of thousands of students. It would also deny them equal access to after school programs, after school jobs and other opportunities.

Our community has already suffered from years of service disruption and station closures. While much of the system has suffered, Ward 7 stations, such as Minnesota avenue are amongst the most likely to be closed for weekend track work and the most likely to suffer from diminished service via single tracking. For example, in 2015 our station had service disruptions for 19 weekends. In 2012-13 this number was 17. Our community has also been heavily impacted by the Stadium Armory Transformer Fire, the May 19 explosion at Eastern Market and Safe Track Phase 2. It has been WMATA's work policies, WMATA's work schedules, and WMATA's disasters that have driven down ridership at our stations. Ward 7 residents must not be further punished for damage already inflicted on our community.

Again, I must repeat. I oppose cuts to service both to save money and both to create additional hours for track work. Other rail systems have successfully conducted maintenance while providing more hours of service than WMATA does currently. Moreover, WMATA does not need to close the entire system early to conduct work, when Safetrack provides a precedent that work can be performed on needed portions of the system. These proposals are bad for Washington DC, bad for Ward 7 and bad for the future of WMATA.

My name is Helen Rothman and I am one of hundreds of professional tour guides in the Washington DC area. It is our job to take people from all over the world on tours of the Washington area, to explain our Nation's history and to teach our students about their own country. This is a very important and, for me, fulfilling occupation. As a tour guide, I meet my groups all over the area, very often at Arlington Cemetery, at hotels in Georgetown, at Mount Vernon, at the Capitol Building, at any and all museums and memorials and a myriad of other places from where we travel, often by their bus, to see the sights. Weekends are the

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busiest times for tours and first thing in the morning - usually at 8:00am or between 8 and 9:00 am are when the vast majority of meeting my groups takes place. I live in Upper Marlboro and have no way to get into and out of the city to meet my groups except for Metro. Literally no way. If you start Metro after 7:00am I will be unable to work at all. I rely on this work to support a small pension (I am retired) and the financial consequences for me of not being able to work are dire. As it is, even with a 7:00am start on weekends, I can barely make it to Arlington Cemetery for an 8:00 meet; Arlington is one of the most common meeting places all year round. Doing a taxi, Lyft, or Uber would be out of the question from where I live as it would be prohibitively expensive to take that to Arlington Cemetery. Please please please do not change weekend opening hours to a later time than 7:00. I am begging you not to take away my employment which is so important to me and to our wonderful guests, many of whom are school children and many of whom come from all over the world. This is my life and I humbly request you consider the effect your decision will have on me, my fellow tour guides of whom there are many, and the tourists who visit our Capital city and the surrounding area. We need to be able to get to our jobs, wherever they might start and as early as they might start which is often 8:00am on both Saturday and Sunday. Thank you for your consideration.

Helen Rothman

May I suggest something that everyone would understand?

Have a set of buses all leave from Metro Center traveling mostly along each rail route and stopping only at Metro Stations:

- Red-West
- Red-East
- Silver-West, with an Orange shuttle from W. Fall Church
- Orange East, with a Blue Shuttle from Stadium-Armory or Potomac Avenue
- Yellow/Blue south, through Rosslyn going to Huntington, then to Van Dorn and Springfield
- Green-North
- Green South

There you are, 7 easy to understand routes,

If they run such that they all pass Metro Center every 15 minutes, even if not well synchronized, it means everyone gets to their familiar destination as usual with only a small wait at Metro Center. If you can somehow make them "through" routes, it's even easier to organize, but possibly harder to stay on schedule; I am sure that it can be done.

It's got to be easier than taking, for example, 3 buses that go "who-knows-where" -- and do not even go downtown at all -- to get to your regular Metro station.

They've done it Philadelphia and Toronto for decades, albeit with fewer subway replacement routes. Surely it can be done here.

I looked closely at your "night bus" system, and I swear no one will understand how to use it. Why not just do what they do in Philadelphia and Toronto?

Run buses that start from Metro Center every 15-20 minutes to replace the actual train routes, with some slight variations? All you need is a "West side Red", an "East side Red", a "south-side Blue (with shuttle at King to Huntington)", a "west-side Orange (with shuttle at W.FC to Silver)", an "east-side orange" (with shuttle at Stadium Armory for Blue), and a "North-Green" and a "South Green" Train. If I'm headed in Toronto from King and Yonge to my car at Finch, I like knowing that the 320 just goes there.

All these Train replacement buses would do is stop at the various outer train stations with a very clear downtown route for each. It would not have to stop at every downtown station; Judiciary Square, Capitol South, Federal Center SW, McPherson Square and some others could be skipped. But all the others are somewhat along simple streets routes.

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At least everyone would understand how to use it. Who in the world is going to think, for example, "I get to Shady Grove by taking an infrequent 70 or 52 bus from places not necessarily near a Metro station stopping everywhere to Silver Spring to then get an infrequent C4 (to Twinbrook) or Q4 (to Rockville or Shady Grove) bus, to get my car in 1:45 AM? Isn't it easier to think," I go to one of my regular Metro stations downtown, and I know that within 15 or 20 minutes a "Shady Grove bound bus will just go there, no transfers necessary"? How about the convoluted: "go on some bus to get the 96 to Addison Road to the P12 to Suitland, vs "Take the Green-south bus from Metro Center to Suitland"?

Just make it simple: When a subway line is closed for construction in New York, they just run a bus that stops at ONLY every station on the closed line, nothing more, nothing less. I'm sure the people at Metro can easily figure this out. Once it's designed it's good forever.

I hope someone actually reads this; it's embarrassing to read about making such a complicated system for people who mostly just want to get to their home station late at night or leave from their home station early in the morning.

Carl M. Rabbin

As a frequent user of Metro, I am writing to express my strong opposition to any proposal to reduce hours of operation on Sunday mornings. This affects adversely a large number of persons who attend Sunday services at churches all over DC.

I am most particularly concerned about the impact on the Cathedral of St. Matthew the Apostle, in downtown DC. Many parking garages are closed in the downtown area in DC. And many more people cannot afford to drive and depend on the Metro to exercise their cherished faith. This will have a deleterious affect not only on the freedom to exercise religion, but an adverse financial impact on the Cathedral and other churches, which depend in part on parishioners to financially support both their operations & maintenance, but also their many needed charitable services, which help the community.

Thank you for your consideration. Ken Quinn

I am very worried about the prospect of closing the Metro rail system earlier on weekends. I went to college in DC a few years ago, and while I personally don't drink alcohol, I got to know many young people around my age and slightly younger who do. Metro rail is the first choice transportation option for students who go out and party, and it is not infrequently that they party past 2 AM and subsequently need to get home.

Over the past year, I've heard more stories about drunk college students driving back to campus than I've ever heard before, both from people around my age and from older adults. If you do decide to permanently make that change and close the Metro rail earlier than 3 on weekends, please conduct a study and consider changing the hours back to the original ones if there is found to be a statistically significant increase in drunk driving during those times! I don't want people to get hurt because of train closures.

Thanks, Ellis

Good afternoon,

I submit this testimony as a concerned customer of metrobus/metro rail. Please reinstate the late hours. I do not want systemwide hours reduction. I am asking you to be kind to your customers and workers in the District, Maryland and Virginia.

Thank you, Nia Nyamweya

Dear Colleagues: Please keep Metrorail open on Sunday mornings. It is important to me and my family that my faith community be allowed to travel to services on Sundays via Metro.

Sincerely, Richard

Dear Sir or Madam,

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Washington, DC is a city with roads that were not designed to accommodate the number of motorists trying to use them. Metro rail is supposed to be one of the solutions to our overcrowded roads and is supposed to be convenient and accessible. If Metro reduces its service by cutting weekend morning service or weekend late-night service it will not be fulfilling its purpose.

I grew up in this area seeing ads on TV about how great Metro is for getting everywhere and escaping the terrible traffic. My personal experience with Metro is mixed. I'm grateful that it exists but I try to avoid using it when I can ride my bike instead because my bicycle is far more reliable, more efficient time-wise, less expensive and less frustrating. I've been on a derailed train. I've been greatly inconvenienced by Metro on many occasions. Despite these experiences, some of the times that I like to be able to use Metro are when I have an injury that prevent me from riding (I currently am going through one of these periods now), when I'm trying to get to a suburb outside of downtown DC, when the weather is poor, and when it's late at night or early in the morning and doesn't feel safe for riding a bike.

If Metro decides to reduce its service, it is going to result in worse traffic, people including the disabled unable to get to/from their jobs, more people drinking and driving getting home from bars on the weekends, and some people unable to get to church and other activities on weekend mornings.

It's irresponsible for Metro to spend years advertising itself as a practical and convenient means of transportation to then to eliminate service because of years of mismanagement, wastefulness, and irresponsibility. I truly believe that had Metro been spending its available resources on maintenance consistently over the years that it wouldn't be in the awful shape that it's in now. Metro needs to find a way to improve its service and expand it, not to reduce it. I think there is a way to do this if there is sufficient desire/motivation to do so; I'm sure it will require more resources.

As the capital of our country, Metro should strive to be the best transportation system in the nation (and hopefully among the best internationally). I don't understand how a much older system like New York that runs 24 hours per day with far many more miles of train lines is able to continue functioning and provide good service but our 50 or so year-old system is seemingly about to fall apart. Please take responsibility for what Metro is supposed to be and find a way to not cut any service.

Sincerely, Catherine Kozub

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC, and a resident of DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, ***I am strongly opposed to Proposal #4.***

Shutting down metro until noon (12pm) on Sundays would seriously undercut our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

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While I believe that of the alternatives being presented for consideration, **Proposal #4 is the most harmful** to the community, all call for reduced availability of public transportation, without a date for a return to full service (much less expanded service) in sight. In addition to the choices presented, which should be of a specific and limited duration, we need proposals to repair the root cause of our immediate problems— a flawed governance and funding structure.

WMATA's fractured funding and governance structure throttles a great potential resource and engine for economic and social growth. From a governance perspective, with multiple jurisdictions directly involved, accountability is elusive, as each points to the other. And while the various jurisdictions fret over their respective annual budgets regarding investment in Metro, the calculus they use does not seem to account for other costs borne by the jurisdictions and the personal budgets of their citizens. With reduced Metro availability, we have more automobile traffic on roads and bridges adding wear and stress to those structures already in disrepair. We have increased pollution, higher gasoline consumption, increased likelihood of accidents that result in property and medical costs (or in some cases death or permanent injuries that bring long term costs and personal distress). Productivity is lost with increased commutes; and the greater cost, difficulty and time commuting diminishes family life. In too many cases it also results in lost jobs. In the larger view, Metro, if effectively managed and funded, would save money for its users *and its non-users*. May we please see some proposals for fundamental reform in how WMATA is governed and funded, so that opportunities for jobs and a better society are expanded, rather than restricted and reduced?

Thank you for your consideration and efforts.

Tom Farah

Please do not eliminate Sunday morning subway service. I go to church downtown and know that many of our members count on this service to arrive there. You could not possibly have enough buses to cover the necessary ground to make up the differences.

Dear Mr. Wiedefeld:

As the official destination marketing organization for Washington, DC, it's Destination DC's job to promote the city to business and leisure visitors. In 2015, Washington, DC welcomed a record 21.3 million visitors and Metro is crucial to them getting around DC and the region with ease. While Metro's proactive plan to improve the system is vital to the safety of visitors and locals and should be applauded, our organization has major concerns about all of the suggested scenarios that would permanently reduce Metro hours and service.

Washington, DC is a world-class destination, but we compete every day with other world-class destinations to attract global travelers. Convenient access to Metro stops, reliable service and hours of operation consistent with the majority of mass transportation systems is the minimal expectation. This level of service is needed to promote the nation's capital as a top visitor destination. According to tourism and travel research company D.K. Shifflet, at least one out of every four visitors use Metro. Reduced service, be it early closure or late weekend opening, will impact these visitors who take Metro to experience the incredible dining, nightlife and attractions throughout DC and the region.

The local community will also be impacted. The hospitality industry supports more than 74,000 jobs in the District, and these employees are working non-traditional hours to provide the kinds of experiences for our guests that inspire them to return. When possible, businesses have changed employee schedules to accommodate SafeTrack work, but that is not always realistic. Hardworking hospitality industry employees need reliable and affordable modes of transportation to commute.

The hospitality industry is an economic engine that is vital to the District economy. Visitors spent \$7.1 billion in 2015, and DC received \$757 million dollars in tax revenue. This translates to jobs and real economic benefit for residents. As Destination DC continues to position Washington, DC globally, our transit system is a crucial component of messaging that helps draw international and domestic visitors. It is expected of top-tier U.S. destinations. We strongly support Metro maintaining its standard hours of operation and service.

Regards, Elliott L. Ferguson, II
President and CEO, Destination DC

None of the service-cut options that WMATA is proposing are acceptable operating hours for a rail transit system in a major metropolitan area in the United States. Resorting to such a drastic measure would leave many individuals stranded when they need to return home from work or need to get to work in the morning. Additionally, people would not be able to rely on the system when trying to return home after a late night out at a ballgame, concert, or other similar event. People would not be able to get to or from the airport, since many affordable flights leave early in the morning and return late in the evening. This defeats the purpose of having stations connected to the airports in the region. In short, the economy of the region would suffer, and there are countless examples in the United States and the world of transit systems that operate nearly around-the-clock and still manage to maintain the tracks.

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India is a still-developing nation. It ranks 140th in the world in nominal GDP per capita. Yet, in Delhi, the Metro system manages to run from 5am – midnight seven days a week. The headways on the 6 color-coded lines at 160 stations range from between 1 -2 minutes during peak hours and 5 – 10 minutes during off-peak hours. There has been a continuous increase in ridership since its inception. There are services such as ATMs, food outlets, cafes and convenience stores in many of the stations. Washington, D.C. is the capital of one of the richest nations in the world, yet the Metro system is practically unusable during off-peak hours and on weekends due to unacceptably long headways and endless maintenance. Why is this so?

The proposal for a permanent change in hours is a non-starter. The D.C. Metro should be running seven days a week from 5am – midnight during the week and Sundays and until 2am on Friday and Saturdays. There is no way for maintenance crews to be working on every inch of track at the same time anyway, so why does the whole system need to shut down earlier? Why can't targeted disruptions on certain sections of track (similar to SafeTrack) become the norm? Those sections can shut down earlier in order to allow for extra work time. Otherwise, there is no need to permanently change the operating hours in a way that will negatively impact the region. Washington, D.C. should aspire to become a world-class city. However, if we don't have a way to get people to where they need to be (and not just to their jobs) with a world-class Metro system, that status will always be reserved for cities that realize the importance of transit.

Paul J. Smiskol, M.A.

To Whom It May Concern:

I am writing to you, presumably the WMATA (Metro) Board and those relevant parties, concerning your new Metrorail service proposals and reductions. While I applaud your team tremendously for finally realizing that despite Metro's relative youth, the system is in need of critical repair and upgrade if a proper transit service is to be provided for the nation's capital region, I must implore you that the drastic situation we find the system headed towards must be addressed with urgency.

As anecdotes, I myself was born in NYC, as were my parents. Coming from a city that's arguably the financial capital of this nation and that possesses a subway system that provides 24-hour service, along with complementary bus service that fills in necessary rail gaps to outlying areas, I find it not only disappointing but also incredibly frustrating and inconvenient that the capital city of this nation cannot run an arguably smaller transit system 24-hours a day, maintain it adequately, and provide a reliable and almost-equally extensive bus system to supplement it. As the capital city, we should be leading on multiple fronts, including transportation. That being said, I want to take this opportunity to thank Mr Paul Weidefeld for his leadership, tenacity and focus in guiding Metro thus far, and express my utmost confidence in him and his vision for the coming era of Metro.

Additionally, my other qualm with Metro as a whole is the fact that the sole bus that services my home, the B24, ends service from New Carrollton Station at 8pm on weekdays, with no weekend service. So in truth, the Metrorail service cuts are a secondary concern of mine because even before the 10/11/midnight hours approach, I find myself scrambling to find a way home before 8pm, lest I end up stranded at New Carrollton Station.

Of the service proposals on the table, the option I find most desirable is proposal #1. I think that provides the greatest level of service to morning and evening commuters while still supporting the region as a whole. However, I would suggest that Metro consult with major event-hosts in the area (Washington sports teams, concert venues, festival arrangers, marathon organizations, etc.) to come up with plans to provide additions service on event days. Having 40,000 fans in Nationals Park during a primetime playoff game, for example, with no public transit home is utterly unacceptable.

A suggestion I would propose in addition: If Metro cannot change the amount of repair work that must be completed on the system, nor can it change the amount of time needed to complete those repairs, then why can't it change the amount of personnel that are working on repairs? I believe that Metro should reach out to heavy-duty area contractors (Clark Construction, Gilbane, Turner, etc.) and bring in multiple teams of personnel so that when the system is in downtime, repairs and construction can occur in multiple locations simultaneously, instead of slowly moving from one job to another and dragging out the process. This may require a significant amount of planning and coordination, but I believe there's a way to gain public support for a course of action along such lines as well as to obtain funding for such via the federal government and each jurisdiction. If evidence is shown that real work is getting done, customers may be willing to deal with *slight* fare increases and the FTA may be more inclined to grant more assistance to ensure the work continues to get completed.

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Thank you for your consideration. Richard Stevens, Jr.

Email to Customer Relations

I am unable to attend tonight's meeting on the late night service changes that Metro has proposed, but I wanted to give my feedback. I am a caseworker with Samaritan Ministry and am very concerned about the impact these changes could have on many of my clients. A large number of our clients work in the security, hospitality, or food service industry. They often work late hours, as is usually required in these industries. Cutting the late night service endangers their ability to get to work and return home when they need to. These changes will disproportionately affect those who cannot afford to use Uber or Lyft and rely on public transportation. How will Metro guarantee that these workers have affordable and efficient transportation to their work?

To whom this may concern,

These changes are fair and great, but what I would like to see is if on special holidays and events you have an open mind of running special hours. Giving ample amount of time as to when the change can take effect and the hours of which the trains will run. This would go a long way with the public. It will also generate more income for you all, more income for business and more attractions could come with it. For an example: The Cherry Blossoms, you could be open to extend the hours during that time in which we have tourist or other visitors in town, then go back to regular hour of operation. Please think about request.

Thanks,
Metro Rider

First, let me say that I appreciate that Metro needs to find more hours to access the tracks and maintain the system. Second, everyone connected with Metro, but especially riders like me, has been royally screwed by past general managers and other high-ranking staff failing to adequately lay out how bad Metro was getting. Yes, Metro needs more money and yes it never should have expanded the way it did when it could not take care of the tracks already open. But, if riders like me abandon Metro the death spiral only grows worse. I've already cut way back on my reliance on Metro on weekends; a car makes more sense for me for weekends.

As you come up with a way to get more time on the tracks by cutting back on service, I think you need to be more creative and listen to the riders who have remained loyal to Metro, and in particular those for whom there are no realistic options beyond Metro.

If I were to pick a proposal based solely on my interests, I would pick Proposal 1. It serves my need as a commuter and still allows me to enjoy most evening activities downtown. But, I am not picking that one. I think Metro's dire problems require us to look beyond our parochial interests and think of the greater good. All of us have suffered, and all of us will continue to suffer. So, I don't want to vote for a proposal that works for me when I know very well it will cause enormous hardship for many others.

And I am not convinced that these are the only 4 options. Maybe they are a starting point, but a final decision should listen to the problems that riders identify and then tweak the proposals to come up with something that tries to mitigate some of the worst damage a revised schedule will cause. The article in today's Washington Post (Metro's public proposal to cut mid-day service in predominantly black neighborhoods was never under serious consideration) suggests that Metro staff continue to play games, put out phony options to scare people, rather than really try to work with riders and other constituencies to come up with the best plan possible in very trying times. I don't know if these proposals constitute game-playing but I think you need to stop serving up phony or half-baked proposals and admit that you realize that there is no way to satisfy everyone and these proposals are a starting point and it's unlikely that a final solution will be one of these options but rather something developed from them.

You need more time on the tracks. But, low-income people who depend on Metro to get to jobs 7 days a week, either early morning or late at night, will have their livelihoods threatened by these options. These are people who cannot afford to take taxis on a routine basis, and Metro has not said how bus service can possibly make up for such drastic, long-term (permanent?) changes. I also understand the needs of many businesses to have Metro stay open later than midnight on Friday and Saturday.

Let me focus on Example 4 and demonstrate how some tweaking might get to something that, while still awful, at least mitigates some problems. As I do the

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calculations, Proposal 4 gets you 8 additional hours for track work over what you presently have.

But, it's untenable to start Metro service at noon on Sundays. For starters, during the baseball season, a noon start will make it impossible to rely on Metro to get to a game before it begins if you live outside the city (I do). This may also be true of other sporting events. It also means that for anyone who wants to be at museums, restaurants, shops, or other things downtown sometime between 10 and 12 (or even 1 pm), Metro will not be an option. Similarly, for all the effort to get the Metro out to Tyson's, it'll be useless unless people only want to get somewhere in the afternoon. And if the opening time is too late, that means Metro loses the roundtrip fares that people would have spent if it opened earlier.

I think Metro needs to open no later than 11 am on Sundays and that would mean closing at 10 pm so that Metro still is open only 11 hours on Sunday. You may shrug and say it's only a one hour difference but for many of your riders it's a critical one.

I also wonder if Metro might close at 2 am on Friday and Saturday. This would permit an 8 am opening on Saturday (resulting in the same total opening hours as Proposal 4), and maybe even a 10 am opening on Sunday.

These hours still will cause problems for many but the goal should be to mitigate some of the inevitable damage by not having such drastic cuts.

So my vote is that Metro listen to the comments and tweak the existing proposals rather than stubbornly insisting that the final schedule must come from one of these 4 options. I recognize that Metro will not please everyone, or even most people. There are many competing interests here.

I would also ask that you consider not implementing the schedule change on a permanent basis, but promise of re-evaluate after 6 months. This shows some recognition of the hardship a new schedule will cause and a commitment to evaluate if the change is making a meaningful difference and if there is a possibility of some restoration of the cut hours. Even restoring 30 minutes could make a difference for many people.

My final recommendation is that Metro must do far more to be transparent in why it must have more hours for maintenance, and what those hours are accomplishing. It's not enough for the GM to say he's not good at explaining complex things as he did at last week's hearing. He has to be, or put someone forward who can do that. Otherwise, he becomes part of the problem rather than the solution. I appreciate it's not easy to be the bearer of bad news and to ask long-suffering riders to suffer even more. But, you better be able to explain any new long-term/permanent schedule, show some understanding of the needs of low-income riders who depend on Metro to get where they need to go, and put forth credible evidence of supplemental bus service you are touting that, from what I've read, is laughable in terms of providing meaningful or effective alternatives. It's no alternative to provide supplemental bus service that significantly lengthens a commute or fails to get people where they need to go.

Sharon Rennert

Dear Sirs,

PLEASE restore Metro service to AT LEAST 2 AM on weekends.

I have a tavern on Dupont Circle, The Big Hunt. Not only my business, but ALL of the shops and restaurants have suffered greatly during this LATEST shut down.

Ping Pong-CLOSED

Cosi- CLOSED

Pasargard-CLOSED

Sticks & Bowls- CLOSED

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Orange & Black-CLOSED

Most of these were hanging on by a thread after the closure of Dupont South, then North, a few years ago. It has all but crippled my business as well as many of the other Dupont spots. We are all meeting with monthly to discuss strategies for surviving this EVEN MORE DEVASTATING mandate. PLEASE consider so many systems that ASSURE being open AFTER the licensed establishments hours. This, to cut down on possible drunk drivers, parking nightmares, traffic and congestion adding thousands of Uber/Lyft/cab drivers. I am well aware of the many difficulties your having keeping the system maintained AND finding the money for same. However, as you have already seen, with the downturn of service the collection fares has plummeted also. I feel certain that should you turn this policy around ridership could, very well, find you that needed money.

Thank you for your time, Kyle Remissong

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts.

Sincerely,
Maria Wolter

Members of the WMATA Board,

Please do not approve any proposal to cut back late night hours on Metro or send it to official hearings. Late night service is important for our region, especially for many workers who have no other transit options. It should not be jettisoned. Please ask Metro to provide more options, such as targeted closures and bus alternatives, before sending anything to a hearing.

Thank you.

WMATA Board Members and General Manager Paul Wiedefeld;

I am sending this written testimony to express my opposition to the cuts to late night discussed at the October 20th hearing. In addition, I am writing to oppose the outrageous service cuts published in the Finance & Administration Committee Information Item IV-A for FY 18.

These off peak service cuts, should they be implemented would have a disparate effect on my community and everyone living in DC Wards 7, 8 and Prince George's county. **They would create a two tiered transportation that excludes much of the region's African American population. They are transparently discriminatory and are deeply regressive. Shame on you!**

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These proposed cuts are ill thought out, immoral and regressive. They would not save Metro money, as ridership at many Ward 7 stations is higher during off peak times. It would permanently drive thousands of riders from the system. At the same time monetary savings would be limited, as trains would continue to provide service to New Carrollton and Largo stations. Ward 7 residents would have the privilege of watching empty trains roll through their neighborhoods without stopping.

This "proposal" should never have been published. It is unvetted and and unserious. Regardless of WMATA's intentions in publishing a document like this, it is now public. It must be refuted.

Let me educate you on the consequences of service cuts to my community.

Ward 7 residents commute over the river for work. While many of us work 9 to 5, many of work afternoon or night shifts. Both of these proposals would impose great hardship on people like nurses, restaurant workers and people who work hospitality. For many of my neighbors, late night service is an economic necessity, not a luxury. Many workers already have to sleep overnight at their jobs because they can't get home. If your propose cuts were enacted, many of my neighbors would lose their jobs or be forced to leave their homes.

These proposals, even if not passed imply that service in Ward 7 will become *uniquely* unreliable and insufficient. This would be devastating to the revitalization of our ward. Every station in Ward 7 is the site of new Transit Oriented Developments. All of these could be endangered. If your proposed cuts were enacted, the economic revitalization of our ward could be snuffed out. Thousands of jobs would not be created, and another generation of Ward 7 residents would be denied access to amenities and retail that they long struggled to bring to the community.

Ward 7 has a high rate of home ownership. Many of my neighbors are working class people who have proudly maintained their homes for decades and even generations. Many today are seniors on fixed incomes. If your proposed cuts were enacted, the home values of my neighbors would be devastated. Retirements would be threatened.

Two thirds of the children in my community travel outside of our neighborhood to attend classes. Many of these take advantage of DC's Kids Ride Free program. Half of all students in Ward 7 travel out of the ward for school. More than 1,100 students travel into Ward 7 to attend charter schools like Caesar Chavez Parkside and Friendship Collegiate Academy Public Charter School. If your proposed cuts were enacted, the educations of thousands of students. It would also deny them equal access to after school programs, after school jobs and other opportunities.

Our community has already suffered from years of service disruption and station closures. While much of the system has suffered, Ward 7 stations, such as Minnesota avenue are amongst the most likely to be closed for weekend track work and the most likely to suffer from diminished service via single tracking. For example, in 2015 our station had service disruptions for 19 weekends. In 2012-13 this number was 17. Our community has also been heavily impacted by the Stadium Armory Transformer Fire, the May 19 explosion at Eastern Market and Safe Track Phase 2. It has been WMATA's work policies, WMATA's work schedules, and WMATA's disasters that have driven down ridership at our stations. Ward 7 residents must not be further punished for damage already inflicted on our community.

Again, I must repeat. I oppose cuts to service both to save money and both to create additional hours for track work. Other rail systems have successfully conducted maintenance while providing more hours of service than WMATA does currently. Moreover, WMATA does not need to close the entire system early to conduct work, when Safetrack provides a precedent that work can be performed on needed portions of the system. These proposals are bad for Washington DC, bad for Ward 7 and bad for the future of WMATA.

Dilana Martinez

Hello,

My name is Cathy Donohue, I am a resident of DC. I ride the metro/bus during the week for work and on the weekend for pleasure. Most of the people that live in the city (my friends) don't have cars, we enjoy a lifestyle that allows us to use the metro/bus system. I understand that there is a need for repairs and

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maintenance, but the people living and working in this big wonderful city have to be able to carry on. The current choices that you have preposed are very limited in ways in which the metro/buses are used by the people that live in the city. Also, think about it, the metro is the heart of transportation for the people that commute in from MD and VA also for people here on vacation.

Maintenance is needed for sure, but so is the need for the city and it's people to keep moving. I propose you try small changes first, for example: Monday through Friday 5am-2am, Saturday 6am-1am, Sunday 7am-midnight. Then, if these hours don't work, you can shave off more time here and there. Proposal #4 (see below) is a plan that could work for all people, but the Saturday and Sunday opening times are much too late for people working weekend mornings and traveling to religious services.

I hope my comments will be taken in consideration.

Best, CathyD

Hi metro

To be honest, all of the hour proposals you're putting forth force sacrifice for ridership. Early opening hours (e.g., 5am), force people who have to go to work early on weekends (before 5a), a hardship because those folks who may work early AM shifts can only ride on those mornings between 7a-12p on Sundays. While proposal #4 appears the best of the lot, benefiting local city merchants on the weekends, enabling locals and tourists later travel times, again those early morning working folks on Saturdays and Sundays who work before 9am are disadvantaged by the later opening times. Our hope is that once this safetrack process is complete, the metro can resume it's old "pre-safetrack" schedules. Plugging in metrobus/shuttles to ease the issue during the stopped hours is a good solution. Since it's public knowledge now that new reports mentioned that VA and MD have not been paying their fair share of metro subsidies or payments for upkeep over the years, raising rates for everyone is not the answer. Neither is stopping riderships to less advantaged neighborhoods. Raising property taxes for the affluent to divert some tax revenue for metro upkeep can help. If curtailing operations in certain metro stop areas is deemed necessary, temporary stoppage to more affluent areas is more advisable. One other recommendation is attempting to procure block grants or offload the monetary support of some percentage of metro operations to the federal government like they do in Europe and Canada –some areas of metro control to the federal government, if MD/VA can't or won't pay their fair share.

I would recommend refining the proposals somewhat, bringing on more coordinated metrobus/shuttle support, and thanks for your efforts in keeping us safe.

Tom Donohue

We recommend proposed option #3 and we strongly oppose option #4. We know many people, including ourselves, who rely on Metrorail to attend Sunday morning Church services.

Sincerely, Vince & Mitzi Sobash

I am, a long-time DC citizen, visually handicapped & unable to drive; I have responded to your survey, & am now adding my comments:

Proposal #4, in which Metrorail service does not open until NOON on SUNDAYS, is discriminatory against churchgoers of almost all denominations. Many do not live next door to church/do not drive (& parking @ destination can be difficult). Church services routinely begin anywheres fr. 8 AM to 11 AM; access is crucial.

I have sympathy for workers w. evening jobs, which can run late into night; so I don't think that closing @ 11 PM is reasonable/humane. I would go for an adjustment of Proposals #2 or #3: closing @ 2 AM Fri. & Sat. nights (technically, Sat. & Sun. mornings) & opening NO LATER THAN 7 AM Sundays.

Thank you for your attention.

Suzanne Charlick

Good morning, I wanted to take the time to comment on the metro operating hours. I am so appalled at these choices because none of these really give riders a good option. I think by proposing these times, Metro is not considering anybody in low-income neighborhoods because most of these people will work late in the city and have to go home after work to places they can only get to on the metro. These people don't have money for cabs, Uber, Lyft, or any other modes of transportation. I am sure some of you go out to eat late at night or go to brunch early on Saturday and Sunday. Proposal 4 on the surface looked the best but

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then I looked at the starting times for Saturday and Sunday, and those times are actually comical. What about all the people who have weekend jobs with operating hours at 9am or even 8am?

There are hundreds of places I am sure you frequent on the weekends that need workers, whether it is the mall, grocery stores, department stores, home good stores, banks, post offices, or anything else, I am sure there are workers that depend on public transportation to get there. I have been riding metro ever since I was a kid and I don't remember so many issues with the metro up until the past couple of years. You charge riders so much for the fare, and SafeTrack has inconvenienced a lot of people with the expectation that when it is concluded, things would go back to how they used to be.

With proposal 4, you are dictating what is important for the average person. What about people who want to go to church on Sundays? By the time you open, church will be over. What about people who need to get to work Saturday and Sunday mornings? They have to spend basically all the money they would make that day just to get to work to the point it doesn't become worth it. Even during the week, closing at 11:30 would make many people miss the last train for people who work at restaurants in DC. All the bussers, dishwashers cleaning crew, etc.

Some of these people work far away from their homes, just to make a living for their family and they don't have \$50 extra dollars to spend on other means of transportation. What about people who work at the Verizon center, and have to clean up after events or people who work at museums that open early on the weekends, people who work at hotels and have to get their early to cook breakfast, be a valet driver, people who give bus tours to tourists. All of these people have to go to work, and most of these people at one point or another serve people like you and it's not fair that transportation is a very big issue.

What about all of the teenagers who have sports events or after school activities on the weekends. Many sporting events begin early on Saturdays, or even events such as dance and music recitals, soccer games, academic clubs, etc.

There are too many events that happen in DC daily, and you are negatively affecting how much people spend to get there. Unless you plan to create new bus routes that plan late and that run from the suburbs of Maryland and deep parts of Washington DC, into Virginia, and places such as Shady Grove, Takoma Park, Greenbelt, Olney, Reston, Alexandria, Falls Church, Chantilly, VA, then none of the proposals really work for metro riders. I know a few people who have had to walk home from their jobs in DC about 1-2 hours just to make it home because the metro was close and they did not have money for a cab. Not only is it extremely exhausting after a long day of work, but it is extremely unsafe, and closing the metro even earlier would invite negative occurrences that the city tries to steer away from.

I have depended on the metro system for so many years, during the week and on the weekend. I love living in this DC metropolitan area and I pride that my city has a metro system which makes it easier to get around. Some people don't even have cars in DC, because they depend so much on the metro. If you pick any of those proposals, the metro system will seriously be flawed. I propose reverting back to the regular hours before SafeTrack and if necessary I would pick proposal

4 but with the metro opening at the latest at 8am on Saturday and Sunday.

Thank you for your time and consideration, please contact me if you need any other comments or suggestions.

Patricia-Joy Mpasi

Hello,

I would like to tell you that I oppose proposal No. 4 schedule

Thanks Maria Wells

Hello,

I am writing in to support Proposal 1.

I think that keeping the metro open early provides the most help to those who live far from their jobs, and who must commute in the morning.

This covers people who do not live close to a metro station or to their work, and who do not have enough money for a car or Uber. In short, the poor of the DMV. I am also strongly against Proposal 4. This would prevent many of the poor and elderly from reaching church services on time. To many, services are the most important hour or two of their week. If the metro does not exist for these important moments, it has no purpose.

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Thanks, Dan O'Brien

Dear Metro Board of Directors,

We would like to send in my feedback for the proposed new metrorail hours. While we understand the need to reduce metrorail hours in response to the challenges the DC metro faces, we feel very strongly opposed to the Proposal #4, which calls for no metro service on Sunday mornings. As members of our DC downtown church, along with many more DC congregations, DC metrorail has been an integral part of the reason how my family can get to church from Maryland. Our church (Calvary Baptist Church) is a 153-year old historical downtown congregation in Chinatown that has been a place for people of all colors, races and orientations. When our church (along with many DC churches) made the decision in the 1950's to stay in DC, instead of following the flight to suburbs, we consciously decided to remain a stalwart in the downtown area for its good and bad, to support the low-income neighbors and be a beacon of light in DC, and this too depended on Metrorail access on Sunday mornings. Many of our members are immigrants and professionals who do not own cars, and rely on the Metrorail service to get to and around DC on Sunday mornings. Aside from churchgoing, my family join many families and tourists to gather in DC on Sunday mornings for museum visits, stroll around the mall, and attend many events such as DC Pride. The idea of shutting down access to DC on a vital part of the weekend is just unthinkable to us who are consistent participants in the life in DC and to those who care about the economy in DC. I strongly urge the Metro Board as well as General Manager Wiedefeld to consider rejecting Proposal #4.

Respectfully yours, Lu and Daniel Alcazar

Dear Metro Officials,

Please note that I am a member of Calvary Baptist Church located near Chinatown/Gallery Place and Metro Center locations. Our Sunday church services start at 11:00 am on Sunday mornings with lessons and rehearsals starting after 9:00 am. It would be a hardship if Metro doesn't offer rail service early on Sunday mornings! Metro rail service needs to start by 8:00 am in order for me to attend Sunday services and rehearsals at Calvary Baptist Church by 9:00 am. Thanks for your understanding in this request!!

Keevin Lewis

To Whom it May Concern,

I have ridden Metrorail almost every day since the first day I moved into DC for university seven years ago. Metrorail is part of my life as much as the streets and avenues of this city and far more so than any local bus system or other form of transit. Along with many others, I have relied on Metrorail not only to get me to and from work every day, but also to get me home safely after evenings out in the city, especially on weekends.

I am thus writing to you because I want to make sure you are aware of how vital late night weekend Metrorail is to this area. Metrorail running until 3:00 a.m. on Friday and Saturday nights provides the lifeblood of a city that is not just a working city, but that also possesses a dynamic and varied nightlife, and it allows those of us who live outside city limits to participate without fear of extortionate cab or rideshare fares or of facing a long, tiring drive home. It allows college students and young adults like myself, who are the primary participants in nightlife, to be able to afford to go out and support the nighttime businesses that make the Washington area an exciting and vibrant place to live. Many area restaurants and bars have had to begin closing early during Safe Track because of the limited hours on weekends, and the effects are devastating particularly to small businesses. (More on this can be found here: <https://www.washingtonpost.com/news/going-out-guide/wp/2016/06/01/this-hurts-d-c-restaurants-are-bracing-for-metros-earlier-weekend-closing/>)

And it goes without saying that Metrorail keeps drunk drivers off the roads, as many people would resort to this most dangerous option in absence of the affordability of the trains. In fact, a study quoted in a recent Washingtonian article stated that when Metro first introduced the late night trains in the early 2000s, "...Each additional hour of late night service reduced instances of driving under the influence in DC by 9 percent." (Source: <https://www.washingtonian.com/2016/07/27/closing-metro-early-weekends-cause-spike-drunk-driving-accidents/>) Cessation of late night trains would undoubtedly result in a reversal of this trend, leading to more injuries, deaths, and arrests on DC roads.

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In addition, the assumption that Metro is primarily needed to support workers with standard office schedules, Monday-Friday, 9-5, blatantly disregards the needs of minorities and low-income workers in the DC area. Permanent cessation of late night trains would devastate many of the city's most vulnerable populations - people who are forced to live in the suburbs surrounding DC or the outer limits of the city because they cannot afford to live further downtown and therefore rely on Metro to get to and from work safely at atypical hours. This includes restaurant and bar workers who, even with restaurants and bars in the area closing early because of Metrorail, are required to remain at work for hours after closing to take care of cleaning and closing-out tasks. Many of these people, unlike typical "office workers" such as myself, are commuting alone during dangerous hours and to neighborhoods with higher crime rates. Even replacing Metro in these areas with the proposed expanded late night bus service would still threaten their safety during these hours, forcing them to stand outside in the elements at bus stops that are not staffed or monitored.

In fact, switching to late night bus service has the potential to threaten the safety of not just wage workers, but all women who rely on Metrorail as a safe method of transportation. As a woman traveling alone at night in this area, I can say with certainty that in spite of the crime that's present even in the Metrorail system, it is far safer than the buses. A woman waiting for a bus on the street alone late at night is an easy target for criminals and has no means of protection outside of calling the police, whereas in a Metrorail station, there are cameras and staff on site. Women should be able to travel around DC alone without fear of becoming easy targets for crime, especially as DC is not only a major metropolitan area, but also the nation's capitol.

For all of the above-stated reasons, I strongly encourage the Board to consider alternatives to permanent system-wide late night closures, including rotating late-night closures on lines or parts of lines depending on maintenance needs. Many other cities in America and the world manage to operate rail mass transit not only late at night, but 24 hours, and while DC might not be an appropriate place for 24 hour rail service, we at least need to preserve the 3:00 a.m. late night service on weekends. Really, the decisions regarding Metrorail late night service isn't just about the public transit system, but will affect what kind of city DC hopes to be - a city that is primarily just a location for offices that lacks a cohesive off-hours culture, or a thriving metropolitan and cosmopolitan American city.

Thank you for your consideration and I hope the Board will make the right choice not just for people such as myself, but for local business owners, minorities, low income workers, and women throughout the DC area.

Sincerely, Sophie Wilmot

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Kelly Brown

Good morning,

I would like to cast my vote for Proposal #1.

Thank you! Amanda Lawson

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Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of Washington, D.C., I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

I strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers throughout the area.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts.

Sincerely, John Ciccone

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of Virginia, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers...

...I am **strongly opposed to Proposal #4.**

Shutting down metro until 12pm on Sundays would be a death sentence for our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities. Additionally, the business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips would be severely disadvantaged by Proposal #4.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers. Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts. Chris O'Brien

To Whom This May Concern,

I am new to the area and live right behind the Glenmont metro station. I have steadily seen metro service deteriorate since living here for 2 years. I don't understand why we even have service cuts in the first place. DC is a big city and if anything people are told to give up their vehicles and do transit and now transit cannot deliver. To even have service cuts would create even more traffic on the highways and roads. I pay lots of money everyday to ride from the Glenmont station (and I don't get subsidized by the government for it) to the Pentagon for work. Not to mention I rely heavily on metro for everything else since I

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don't have a vehicle. There should not even be a mention of cutting service hours. Metro can financially afford to keep up the repairs and should have even less maintenance after safe track. I also am tired of escalators never working, trains stopping in tunnels in between stations when there is no train in front of it or even nearby, I am also tired that metro fails to communicate with customers daily on the shortfalls the system has. I don't agree with any of the service cuts but proposal 3 would be the most sound. Again I do not believe metro needs to cut any hours. They have more than enough money to get the job done and they haven't better explained their position as to why they need more time to get simple maintenance done as Mayor Bowser has also been concerned with. As a customer please do not cut service hours. I don't like any of the proposals and I can't understand why metro needs more hours when they've had all this time to do the right thing but choose to continuously not do it.

Thanks, Sean Flaherty

Good morning, I just found out about these proposals. I voted for #2 mostly because I completely depend on this way to commute to school, work, and on the weekends to go to church and trekking activities. The proposal #4 does not make any sense specially for families and people that start early activities on Sunday, go to Church, enjoy group activities like trekking meetups (usually meeting at 8am at the metro), or volunteer activities in soup kitchens. Please I ask you not to consider this #4 proposal because it will affect people from doing good activities, for the good of others, and activities that make us better persons.

Thank you for your time. SB

I Oppose #4 - Please Keep Metro Open Sunday Mornings

While I understand the need for WMATA to conduct inspection and maintenance activities that cannot be done while trains are operating, the four proposals WMATA has offered for Metrorail hours of operation do not meet the needs of our region's population. I hope WMATA will consider other alternatives, such as closing certain lines for one weekend each month.

I have lived in DC without a car since 1999, and have relied largely on Metrobus and Metrorail for my day-to-day transportation needs. I would personally see little impact from earlier closures of the Metrorail system, and I have the financial resources to use taxis, Uber, or Lyft when Metro is closed or running on a reduced schedule. My primary concern is the impact of reduced Metrorail hours on service workers who rely on Metro to travel to and from work late and night and early in the morning.

Many of the workers who staff our region's restaurants, hotels, hospitals, and 24-hour drugstores earn low wages and cannot afford to live close to their places of employment. Asking these workers to spend large sums on ride-sharing services or hours on buses would only exacerbate our region's problematic inequalities.

While in theory buses could replace rail service during late night or early morning hours, the public is understandably skeptical that such alternatives could come close to duplicating the speed or reliability of rail service. Proposals for non-Metrorail alternatives should be developed and pilot tested before we are asked to consider them as substitutes for current levels of Metrorail service.

I urge WMATA to consider alternatives to finding the necessary repair time that do not involve shutting the entire system down during hours when residents of our region depend on it.

Sincerely, Liz Borkowski

I oppose efforts by WMATA to curtail late night rail service because the proposed bus network is not an adequate replacement. Service outside of the core is not frequent enough and requires too many transfers.

This proposal is premature since SafeTrack has already temporarily curtailed weekend late night service into spring 2017. Let's have this conversation about service hours after we know how much work SafeTrack accomplished. Maybe WMATA could continue to tackle the maintenance backlog with isolated line shutdowns on weekends while still keeping most of the system operational. We're all very used to single tracking and track closures on weekends.

Going forward now with a total shutdown (coupled with very painful service and fare choices that await in the FY 2018 budget) would further accelerate Metro's death spiral.

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If the Board decides to go forward, I would ask for Option 3 but that authorization only be given for 12 months. WMATA must show that extra track maintenance windows are actually being used and that system reliability is improving.

Encouraging private providers to transport late night Metro customers is all well and good but many who depend on late night rail service need an affordable alternative.

David Kaplan

My husband and I attend St. John's Church at Lafayette Square at the 7:45 a.m. Service. The Assistant Rector also must be there and he uses Metro Red Line. We hope that you will pick a 7:00 a.m. start time on Sundays for the Metro. So many of our parishioners will not be able to attend services. Please make every effort to retain the 7:00 a.m. time.

Thank you.

Becky L. Schergens

John Kinsey

To: WMATABoard

From: Phil Stewart, Event Director, Credit Union Cherry Blossom Ten Mile Run

We are Cherry Blossom, Inc., a 501(c)(3) organization incorporated in the District of Columbia for the purpose of promoting health and fitness through the sport of long distance running, specifically by conducting the Cherry Blossom Ten Mile Run each year. This race is staged in collaboration with, and is part of, the National Cherry Blossom Festival, generally on the first Sunday of April annually. It is staged from the Washington Monument Grounds and traverses National Park Service roads past the Lincoln Memorial, across the Memorial Bridge, through East- and West Potomac Parks, to a finish once again at the Washington Monument Grounds. The event has a long and storied history in the National Capital area; April 2nd, 2017 will be the 45th annual running. By every measure, the Cherry Blossom Ten Mile run is an event of national scope and international prominence. Each year approximately 30,000 applicants apply in a lottery for entry into the event, and about 20,000 finish one of its three elements: The signature 10-mile run, a five kilometer run-walk, and a one-half mile children's run. We generally have runners from virtually all 50 states and usually as many as 10 to 15 countries.

In collaboration with our title sponsor, Credit Union Miracle Day, an affiliation of national credit unions, the event is instrumental in raising money for the Children's Hospital Foundation. Since 2002, a total of \$7.5 million dollars has been raised to support the Foundation and provide help to the many afflicted and affected children that it serves. Since 2004, we have considered WMATA and the METRO system also vital partners in the staging of the event. Working with a series of highly competent, professional, and especially helpful Special Operations managers, we have contracted to open the METRO system early, at first for one hour prior to regular opening, and more recently, since 2008, two hours early, from 5:00A.M. to 7:00A.M. Our participants and our volunteers both have been both pleased and grateful to have the METRO available at the early opening. Our cumulative passenger boardings have been deemed very satisfying, computed since 2008 as averaging approximately 13,000 to 14,000 during our two-hour period.

We have particularly appreciated having the METRO system open early to transport runners and volunteers because of the extreme time pressure under which we find ourselves. Understandably, the National Park Service and the United States Park Police are concerned with ensuring that roads are closed and traffic curtailed for as brief a time as possible during that very intense and densely packed period downtown just before, during, and just after, the cherry blossom trees are in bloom. Parking for participants and volunteers downtown in the broad vicinity of the Washington Monument Grounds, is, at best, limited on a Sunday morning, and not geographically convenient. To be able to get the volunteers in position and the runners to the starting line on time, has, to a very large measure, been because the METRO system has been so very effective at it. Without METRO, the additional traffic in the Washington Monument Grounds vicinity on race morning would undoubtedly cause congestion and delays of unimaginable magnitude.

So, it is with these factors in mind that we strongly request reconsideration of the blanket denial of all early opening requests of the METRO system in 2017. By the end of this calendar year it is possible that the SafeTrack Program will be far enough along that our request could be reviewed in keeping with the track and safety conditions anticipated for next Spring. We are concerned with ensuring that our 20,000 race day participants, our 2,000 volunteers, and an untold number of family members and spectators can use the most effective, most convenient, and probably most economical mode of transportation available on our 2017 race day. We have come to have great reliance on the METRO system, and sincerely hope that we will have METRO available to us at 5:00A.M. on Sunday, April 2, 2017.

To whomever it may concern,

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This is to register my dismay at the Sunday hours outlined in Proposal 4. Opening at noon will negatively affect people who use Metro to get to church on Sundays. I admit that this will not affect me personally, but I feel that I need to speak up on behalf of the rest of the DC area community. I realize that you have to make some difficult decisions, but opening that late on Sunday is the worst choice of the proposals you have set forth.

Thank you for your time, Whitney Babash

Dear WMATA Board,

I understand the need for greater infrastructure improvement, and I appreciate the efforts that you are taking to create a safe and efficient Metro for the DC area. I understand that upkeep wasn't happening for a long time, and we have a lot of catching up to do to keep the system safe.

However, I don't support a permanent end to late-night service. I am willing to support a limited one-year extension to late night service cuts, with conditions. DC is a busy place, as well as a leader in the country. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Rebecca Martin

Hello,

In reviewing the WMATA budget proposal, I felt compelled to submit a written testimony on the proposed changes to shut stations during non-peak hours. Living near Stadium Armory, I rely heavily on metro during non-peak hours, there are not many other reasonably priced options for transportation and the city should at least be reaching all of the stations in DC at regular intervals. I would have no options for public transit with the change.

Katherine Rostkowski

Dear Metro--

I am writing to express my support for any option except the fourth in the Proposed Changes to Metrorail Operating Hours.

I understand that this is a difficult balancing of different community interests and safety and thank you for tackling it immediately. The fourth option would unduly favor late-night bars in the city at the expense of (1) restaurants and their customers and employees for brunch; (2) the city's healthy churchgoing population as well as citizenry in neighborhoods that have many churches but limited parking spots; (3) events, conventions, fairs, and markets that begin operations on Sunday morning and early afternoon; and (4) tourists to the nation's capital and the businesses in the city and suburbs that serve them. I fear that Sunday life in the city and suburbs would not start until well after noon, if option number four is chosen.

If in the future, Metrorail is able to increase its operating hours, I would favor increasing the late night hours. I value a vibrant and safe night life in the city and have always thought weekend late night hours were smart, when possible. But I believe as the safe operating needs dictate, Sunday mornings should be favored over late night weekends.

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Best regards-- Daniel Schmelzer

To halt nighttime service as you do Safe Track is one thing, but to try to make it permanent is a dangerous idea. Not only will the poor night worker not have a way to get to work. But there will be many who will drink and drive. And the officials who fund Metro will and should cut their funding.

Instead of DC Metro area looking like a true big city, a place the young will want to move to for work and play. The Metro will become a quaint little system that only the suburbanites and maybe the tourists. All others will not be able to use it because of the hours or worse will not even think of Metro as an option. They will tell friends and their children Not to ride.

DC has a few good sports teams and the hope is for them to reach the playoffs. Well, that will mean late night games. That means thousands will need metro access. And there are many early morning events, like the Race For the Cure.

When I first heard about this I didn't know you were thinking of adding bus routes. I do think that is a great idea. But each bus route Must connect to every other one or it will become useless.

ps. I truly hope you are reading all of the testimonies and not just putting on a show of concern. And I surely hope you don't increase any fares and then cut service because the officials can cut your funding.

Mr. Wiedefeld and The Metro Board,

I support Operating Hours Propoasel 1, and responded that way on the survey. However, I would like there to be a way for event organizers to request, through mail or online, an hours extension due to an event they are hosting in the DC area. The application should be easy to access (preferably through wmata.com) and should be no longer than one and a half pages, excluding instructions. It should request, through a written response, a compelling reason why an extension of rail operating times should be provided. The application should be sent to the GM for approval. Please consider this request

Dear Management,

I'm writing with some concern about the recently proposed closure of five consecutive stations on each the Orange and Blue/Silver Lines in the neighborhoods east of the Anacostia River. I'm particularly concerned that the proposed limits in service would effectively extend from Capitol Hill well into Maryland (on all affected lines), ultimately bypassing Ward 7 during substantial portions of the week.

There are a number of reasons why this is problematic, not least the disproportionate impact that these closures would have on some of DC's poorest and most minority-dominant communities. While it is true that there are serious economic implications of ridership trends for Metro, it is also true that the Metro system is not a strictly business but is also a public service with a serious impact on broader development objectives as well as demography. As such, I believe that the economic implications of the proposal on the affected neighborhoods must be considered as well as the potential cost savings to Metro.

The closure of the Minnesota Avenue metro in particular would undermine the city government's purported plans for development along Minnesota Avenue, especially around the Benning Road intersection and along Nannie Burroughs Road - both of which areas are designated Great Streets Corridors. Severely reducing metro service would undercut the intent and actions of that plan. The city's economic development plans hinge heavily on the nearby transportation centers (in this particular case, Minnesota Ave). What happens to those economic development plans if public transportation access is significantly limited during evenings and weekends? Businesses like restaurants, cafes, and stores are far less likely to invest in such an area. In other words, Metro's proposed plan is likely to contribute to prolonged economic stagnation in the targeted neighborhoods over the long term.

It's especially problematic given the potential movement of development out from the H Street Corridor, down Benning Road (evidenced by more than one new condo development between the H Street "starburst" intersection and RFK Stadium). The recently completed bike trail along the east bank of the Anacostia River also represents a serious investment that could help spur economic growth if nurtured and connected to incoming economic development in the vicinity around

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Minnesota Avenue and Benning Road, to say nothing of mixed-use development investments at the Benning Road metro. These kinds of investments are not likely to spur anything further, however, if the area is suddenly much harder for people to access on weekends and after regular work hours.

Finally, I would like to comment on the potential of buses to replace train service cuts. It is true that there are quite a number of buses that serve Ward 7. However, I would point out that these buses are extremely full, even well into the evening (I'm thinking of the X2 at 10pm on a Tuesday!), which also makes them slow. Is WMATA proposing to compensate with more express buses (which currently only run during limited rush hours on weekdays)? I think this would only add to the city's congestion and not really resolve the need for efficient, reliable transport.

In sum, I appreciate the opportunity to share my thoughts with WMATA and city officials. Needless to say, I am very strongly against this proposal, especially coming at a time when some DC officials are advocating for late-night service to accommodate baseball games, I find it deeply insulting that such arguments might be considered while an entire segment of the city's residents may potentially be cut off from reliable and consistent transportation services. I hope that this proposal is rejected in favor of other, more equitable options.

Sincere regards, Christie Roberts

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of Washington, DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction. I instead support Proposal #1.

Thank you for your consideration and efforts. *Thomas Bondor*

To Whom It May Concern:

I am writing to voice my opposition to proposal number 4 as many members of my church congregation take the metro Sunday morning to attend mass, including myself. Thank you for your consideration.

Sincerely, Karen Castro

Dear WMATA,

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I took the survey but wished to add some thoughts here as well. I'm a DC resident, and a non-driver, and I favor option 4 for one major reason: people who come into the city on weekend nights. Many areas are already a crazy traffic jam of honking cranky (mostly college-age) drivers, most of them from Virginia from the plates I see. If the Metro isn't operating, I am concerned about just how much worse traffic will get as people currently taking public transportation move to their cars. If there were research showing that this demographic would be willing to get out of a bar and take a bus (or maybe cab or Uber) I might also support option 3 with Metro closing at 1am. But I kinda doubt it.

In short, I understand that trade-offs will have to happen. I favor any option that your research shows will keep traffic from getting worse, particularly Thursday, Friday and Saturday nights, and allows for pretty regular hours for we non-drivers to commute, go to happy hours, eat dinner and go about our lives. For now, that seems to be #4.

Thanks for your attention, Pam

PS. You forgot one key question at the end of your survey: "How often do you drive a car?" Income and race definitely play, but so does that question. I have no car and I am not even an experienced driver - if WMATA stops, I simply don't take certain trips or else they become much more complicated and/or expensive.

None of the options are suitable or acceptable. Proposal #1, Proposal #3 and Proposal #4 are definitely unacceptable because I work from 12:00 pm until 10:30 pm or 11:00 pm Friday, Saturday, Sunday and Monday and none of those options will get me home every night on which I work. Proposal #4 would also not get me to work on time. My commute is a minimum of 1 hour to 1.5 hours each way without track work delays and broken down train delays which means I need to be on a train by 11 am at the latest going to work. I often don't get home until 11:30 pm at the earliest if I leave work at 10:30 pm and often it is after midnight until I get home, again leaving at 10:30 pm. If the system closes any earlier than midnight, I will no longer be able to use Metrorail for my commute. Proposal #2 is the only option which would, theoretically, almost work for me with my current schedule, which is subject to change, but the 11:30 pm closing time on Sunday and Monday is too early. If there are any of the numerous and frequent delays plaguing Metro, I will be stranded. UNACCEPTABLE.

None of those are viable options for the majority of working people in the D.C. region. Federal employees, restaurants and tourism are among those.

I am a federal employee, the majority of the work force in the region. I am bewildered by the fact that Metro/WMATA has yet to understand, after 40 years, that not all federal employees work 9 - 5 Monday through Friday and yet federal employees make up the majority of Metro ridership. My commuting expenses are subsidized by the federal government to contribute to removing vehicles from congested area roadways and reducing air pollution caused by automobiles. If not for the subsidy, I would be very hesitant to take Metro and pay out of my own pocket for such poor service and lengthening travel times when I can drive to work in 30 - 45 minutes. If Metro's operating hours change such that I can no longer adequately use Metrorail for my commute, I will cancel my travel subsidy and drive to work. Metro will lose many riders and many thousands of dollars in fares.

NO, I would not take a bus as no bus would serve my needs and would not offer a timely commute.

New York City, Chicago, Boston, and other major U.S. cities with older rail subway systems operating 24 hours per day manage to maintain their systems while moving many thousand more people over longer distances each day. Why can't Metrorail which does none of those?

John Purcell

I rely on metro at 9:20 AM on Sundays to get to church on time. Please do not adopt proposal four; I otherwise can't easily get to church!

-Will

Good Afternoon,

I strongly oppose Proposal 4 of the proposed changes to Metro operating hours. Proposal 4 would seriously impair citizens' access to their faith communities on Sunday mornings. Proposal 4 would in effect constitute a barrier to the Metro-area residents' free exercise of religion, which is a core right guaranteed by the First Amendment of the Constitution. I strongly oppose this proposal.

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Among the recommended proposals, Proposal 3 strikes the best balance between keeping Metro open early enough on Sunday mornings for faith communities to benefit, and late enough on weekends for those who might otherwise be tempted to drink and drive to benefit. Any of the other proposals, however, would be preferable to Proposal 4.

Thank you, Gary Tripmacher

Please restore to full operating hours.

Jamie Hess

Hello,

I'm writing to oppose Proposal #4. Many community members take the metro to worship on Sunday mornings, and I would urge WMATA to keep it open during that time.

Respectfully, Stephanie Scarmo

To Whom It May Concern:

RE: Proposed Service Cuts To Stadium Armory Station

I am writing to request that WMATA not cut service to the Stadium Armory Metro station. I was alerted to this situation by the October 10 story in the Washington Post.

I do not understand the rationale for cutting or reducing service to the Stadium/Armory Metro stop. Hundreds of people in the Hill East neighborhood use the station daily to commute to work or shopping. The stop also serves residents from all over the metropolitan area who travel by Metro to catch buses from the depot at 19th and Independence, and everyone including tourists who use the Metro to attend events at RFK and the Armory including the ever-increasing number of running events that start and end there.

My ANC representative Denise Krepp has already provided you with a list of residents and students at schools and other institutions that would be negatively affected by any decrease in service to this stop. I want to underscore her message by pointing out the value of Stadium/Armory Metro service to St Colleta's School. Reducing or cutting service at the station will hinder the schools ability to continue teaching students independent living skills.

Thank you for considering my request. I trust you can appreciate the vital role the Stadium/Armory station plays in daily life of my fellow residents and the positive impression it makes on tourists.

Thanking you in advance for maintaining full service at the Stadium/Armory Metro.

Sincerely, Elizabeth Eby

To: General Manager and Directors

Washington Metropolitan Area Transit Authority

re: Testimony on Proposed Changes to Hours of Operation - No to Option #4

This agency deeply appreciates the service the staff and Directors provide - not just to the agency and those that use it but to everyone in the region as the Metro system's operation affects everyone. It is understood the urgent need to improve safety and general and on-going maintenance services at Metro.

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More than 2 decades ago the Downtown Cluster of Congregations and its members supported an earlier opening time for Metro on Sunday mornings to facilitate the ability of persons to attend worship services. The reasons for this are numerous. Use of metro saves hours of cars operating on the region's roadways. Moreover, more and more persons do not use cars and having metro available provides an effective, smart transit option.

Indeed, the metro's opening at 7 am on Saturdays and Sundays provides support to congregations that despite increased congestion and numerous road closures have chosen to remain within the city. Over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.

Given the reliance that many have come to have on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for local congregations and their members. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous events held by local congregations. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

It is urgent that Metro be successful in its goals for improved safety and reliability. It is my understanding the other proposals, proposals 1 - 3, would help achieve those. Hence the Downtown Cluster of Congregations would urge adoption of one of those 3 options and not option 4 given its impacts.

Thank you for your consideration and efforts. Respectfully,
Terrance Lynch

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of [DC/MD/VA], I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would be very trying and disruptive to our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers. Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts. Jessica Turrin

Sir, I vote for #3. #4 will affect those who use metro to go to church and the other two will impact on workers, shows and public transportation for both groups to enjoy DC on the weekends. Thank you

Please do NOT restrict Sunday morning hours. I would much rather see Metro service end by 1 a.m than lose service between 8-noon on Sundays.

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Abigail Burman

Here are the issues that I have with late night service cuts and Metro in General-

A. No one seems to be "minding the store" and it is hard to track responsibility

1. When I board at the end of the Red Line at Glenmont, the arrow repeatedly points to the wrong track for which is the next train. My only response from personnel is "I don't control the arrow"

2. There seems to be no posting as to when the next train is on the boards and when it is posted it seems to become a "floating target", I have seen 5 minutes become 10 minutes become 20 minutes become an hour and there is no communication to those waiting on cold, hot, or wet platforms or the speaker system is inaudible or incomprehensible. It does not help that I have a significant hearing loss.. Train operators seem to be in no hurry to reach their train and verify their green signals out of Glenmont, which I can see are green from my vantage point in the first car.

3. Trains are routinely mis-labeled as to destination such as trains to Silver Spring being labeled as to Glenmont, trains out of Glenmont being mislabeled as to Glenmont, trains being mislabeled as "out of service" for their entire runs.

4 Mysterious stoppages in tunnels for reasons that are never made clear to customers or that are inaudible or incomprehensible on the train passengers and also mysterious slowdowns in tunnels.

5. I travel routinely between Glenmont and Takoma Stations for volunteer work and must, routinely, add 30-45 minutes to my expected arrival time and am never compensated by the Metro for the time loss.

6. Trains are herky-jerky in their travels.

7. There are ROUTINE shutdowns and single trackings even for those lines and sections not announced as being in the Safe Trak Programs. The Safe Trak sections HAVE been well publicized enough to allow for planning and alternate arrangements to be made. This has been the case repeatedly with single tracking between Silver Spring and Glenmont on weekends and a separate shuttle beyond that, requiring a train change. As a matter of fact, it has become so routine that I am pleasantly surprised when there is a weekend without this happening and I routinely plan for it.

8. Most of my friends and acquaintances have cars and have completely stopped using the Metro, due to its lack of reliability and dependability. I am on a very limited retirement income and have disabilities and this is not an option for me, at all. Due to its expense, I have had to limit my trips. The Metro is becoming increasingly stratified by income and class and is bound to lose support and political influence, as upper income riders with more political voice become more uncaring and gallant about it. When I tell out of towners and friends and relatives about how Metro routinely blows up without benefit of explosives I am only mildly exaggerating about badly Metro has declined, it is disconcerting, to say the least.

9 The Metro ruling covenant MUST be replaced and re-written and replaced by a consumer and rider collective. Riders, not political people, MUST be on the Board itself, and NOT just on the Metro Advisory council, which is not taken seriously by the powers that be and is a joke.

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B. About the late night and early morning Metro Shutdowns-

A. The Metro should be viewed as a 7/24/365 multi-modal transit system, not just as the trains, themselves. If the trains cannot run along a line, the buses should run between stations on a regular basis (at least from 7 AM to Midnight, as happens VERY EFFECTIVELY AND WELL with the No Tracking shutdowns between stations) each day, at least every half hour to hour. If I want to stay at an entertainment venue until 2 AM, if not trains, the buses should be running regularly. I should NEVER have fear of "getting stranded" causing me to leave an event, early.

B. The Metro repair system is UTTERLY OPAQUE to ridership (although I was VERY pleased to find the Metro West side escalator at Glenmont WAS finished two months ahead of schedule). As someone with a history of working in Government contracting, how much re-work is being done?, are contractors charging the system for work not done or done shoddily?, how much QA (Quality assurance) is being done (especially by Metro staff)?, are contractors double charging the system?. It seems like a lot of the same track sections are being fixed two or three times in a year.

C. The best advice is one I heard from a Baltimore friend who told me of the "ripping the band aid off the scab" approach they took of shutting down a section of their system for three or four weeks fully, with bus workarounds and shuttles, and just getting the darn work done, period! Even something like the approach of an extended version of the one day full system shutdown WITH MORE NOTICE AND WITH BUS SHUTTLE WORKAROUNDS might work. Are approaches from other systems being studied?

D. The idea of opening later on Weekend mornings is a JOKE. People have to get to street festivals, public meetings, church and synagogue services, Meetup and interest groups, and other things on Friday and Saturday mornings.

E. Closing early on Sundays at 10 PM will literally clobber entertainment venues with Sunday shows, including one that I help to run as a volunteer in Takoma Park. Our shows end at 10 PM and I MUST get home to Glenmont.

F. The same with weekday closings at 11 PM or 1130 PM, a non-starter as our venue runs shows 7 nights a week.

G. IF YOU ARE GOING TO OPEN LATE (10 AM OR NOON) ON WEEKENDS, YOU MUST PROVIDE BUSES RUNNING PARALLEL TO THE OLD METRO ROUTES ON A REGULAR SCHEDULE DURING THE MISSING HOURS.

H. THE SAME WITH CLOSING PRIOR TO MIDNIGHT ON ANY NIGHT, AND IMHO, THERE SHOULD BE AN ALL NIGHT BUS SYSTEM RUNNING PARALLEL TO THE METRO ROUTES BETWEEN ALL METRO STATIONS, PERIOD, END OF DISCUSSION, END OF STORY.

I. If you are cavalier in disregarding your ridership, you will lose both it and political support. A further circling of the drain.

J. The trains are just too (expletive deleted) far apart in arriving, especially after Rush Hours and are often packed, even late at night.

K. I don't care what you have to do to get funding, if you are unable to get the extra sales tax in Metro served counties (seems to be a political non-starter in MD and VA), then go to foundations, declare bankruptcy, start an international Go-Fund-Me fundraising thing, breach union contracts, go to developers, go to entertainment venues, cut EVERYONE'S SALARIES, whatever you have to do.

L. The DC area is a world class Metropolitan city these days with high class and world renowned entertainment venues, it should not have a public transit system that is considered a "Toonerville Trolley" or a Joke.

Dear Sir/Madam,

Thank you for efforts and attempts to bring the Metro back to decent standard. While I do understand the monumental effort this takes, the recent proposals lack vision and continue the further disenfranchisement of lower income DC residents.

For the many restaurant employees in the District, the proposed changes make it impossible to commute by public transport when the shift ends. Lower earners can not be expected to take Uber or Lyft home after a shift making 11.50 an hour. The restaurants themselves have faced a 20 percent reduction in revenues which means even fewer shifts and tips for these workers. DC is no longer just a 9-5 city.

Late night buses are all but a joke on major routes during late nights and adding a few more won't alleviate the problem. The lack of vision is equally troubling as residents in Ward 7 and 8 were certainly not engaged in a meaningful manner.

What is the ultimate vision for a capital metro? I would ask you all to take a trip to any developing or developed country and see how a system can be punctual and revenue generating. How can Cairo's metro be safer, cleaner and more reliable than ours? Even if these proposals were temporarily put in effect, in how many years can you guarantee a world-class system?

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We, adult educators, hospitality employees, and residents, strongly encourage you to consider the impact on low-income residents of the city.

We wish you the best for the process ahead and look forward to being partners in the metro revival.

Shawn Chakrabarti

WMATA Board Members and General Manager Paul Wiedefeld,

I am sending this written testimony to express my opposition to the cuts to late night services discussed at the October 20th hearing and to the outrageous service cuts published in the Finance & Administration Committee Information Item IV-A for FY 18.

These off peak service cuts, should they be implemented would have a disparate effect on my community and everyone living in DC Wards 7, 8 and Prince George's county. They would create a two tiered transportation that excludes much of the region's African American population. They are transparently discriminatory and are deeply regressive.

These proposed cuts are ill thought out, immoral and regressive. They would not save Metro money, as ridership at many Ward 7 stations is higher during off peak times. It would permanently drive thousands of riders from the system. At the same time monetary savings would be limited, as trains would continue to provide service to New Carrollton and Largo stations. Ward 7 residents would have the privilege of watching empty trains roll through their neighborhoods without stopping.

This "proposal" should never have been published. It is unvetted and disingenuous. Regardless of WMATA's intentions in publishing a document like this, it is now public. It must be refuted.

Let me educate you on the consequences of service cuts to my community.

Ward 7 residents commute over the river for work. While many of us work 9 to 5, many of work afternoon or night shifts. Both of these proposals would impose great hardship on nurses, restaurant workers and many others who work in the hospitality industry. For many of my neighbors, late night service is an economic necessity, not a luxury. Many workers already have to sleep overnight at their jobs because they can't get home. If your propose cuts were enacted, many of my neighbors would lose their jobs or be forced to leave their homes.

These proposals, even if not passed imply that service in Ward 7 will become *uniquely* unreliable and insufficient. This would be devastating to the revitalization of our ward. Every station in Ward 7 is the site of new Transit Oriented Developments. All of these could be endangered. If your proposed cuts were enacted, the economic revitalization of our ward could be snuffed out. Thousands of jobs would not be created, and another generation of Ward 7 residents would be denied access to amenities and retail that they long struggled to bring to the community.

Ward 7 has a high rate of home ownership. Many of my neighbors are working class people who have proudly maintained their homes for decades and even generations. Many today are seniors on fixed incomes. If your proposed cuts were enacted, the home values of my neighbors would be devastated. Retirements would be threatened.

Two thirds of the children in my community travel outside of our neighborhood to attend classes. Many of these take advantage of DC's Kids Ride Free program. Half of all students in Ward 7 travel out of the ward for school. More than 1,100 students travel into Ward 7 to attend charter schools like Caesar Chavez Parkside and Friendship Collegiate Academy Public Charter School. If your proposed cuts were enacted, the educations of thousands of students would be threatened. It would also deny them equal access to after school programs, after school jobs and other opportunities.

Our community has already suffered from years of service disruption and station closures. While much of the system has suffered, Ward 7 stations, such as Minnesota avenue are amongst the most likely to be closed for weekend track work and the most likely to suffer from diminished service via single tracking. For

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example, in 2015 our station had service disruptions for 19 weekends. In 2012-13 this number was 17. Our community has also been heavily impacted by the Stadium Armory Transformer Fire, the May 19 explosion at Eastern Market and Safe Track Phase 2. It has been WMATA's work policies, WMATA's work schedules, and WMATA's disasters that have driven down ridership at our stations. Ward 7 residents must not be further punished for damage already inflicted on our community.

Again, I must repeat. I oppose cuts to service both to save money and both to create additional hours for track work. Other rail systems have successfully conducted maintenance while providing more hours of service than WMATA does currently. Moreover, WMATA does not need to close the entire system early to conduct work, when Safetrack provides a precedent that work can be performed on needed portions of the system. These proposals are bad for Washington DC, bad for Ward 7 and bad for the future of WMATA.

Thank you for your time and attention. Cindy Hamilton

Dear WMATA Board members and staff:

I am writing regarding the various proposals for Metrorail's hours of operation to accommodate for additional maintenance time. First, is an observation about the MTA in New York. MTA operates a subway system for 24 hours and is able to perform the necessary maintenance. The NYC subway system is far more extensive and complex, so if they are able to do this why can't WMATA find a way to accomplish the maintenance with 41 hours of downtime? Second, if WMATA is incapable of learning from MTA about providing maintenance while the system has no downtime I would recommend that the hours be cut on the opening for service versus the closing. As a major metropolitan area with a young, vibrant population and social life WMATA should encourage usage of the system to take advantage of these opportunities. I would imagine if you looked at your ridership statistics you would find there are fewer people who ride the train at 5 am weekdays and 7 am on weekends. Pushing these opening hours back one hour and extending the closing hours to offset the time would likely be more advantageous for safety concerns for people walking or driving home after consuming alcoholic beverages. Below is a proposal that would provide 40 hours of downtime for maintenance to accomplish WMATA's goals:

Monday-Thursday: 6 am until midnight

Friday: 6 am until 3 am

Saturday: 8 am until 3 am

Sunday: 8 am until midnight

I look forward to having a public subway system that meets the needs of the young, vibrant community DC is to ensure future growth and prosperity.

Sincerely,
Oliver Street

#3 seems to be the best compromise. Weeknight service only slightly reduces what existed before Safetrack. 1am gives a little more time for workers to get home (Partiers can scrape up extra cash for alternate transportation after a night out).

those workers might be slightly affected Sunday morning but again, it's just an hour less than what they had.

On a separate note, many station closures should take place downtown where there is a station every 4-6 blocks. Severing ties with the farthest outlying areas doesn't make sense. If there is a station within safe walking distance of 1/2 miles or less I think people will support such a cut back. In fact, why aren't more downtown stations closed now on weekends?

Charlotte Reed

After one fare increase after another, I think your seeking to permanently cut rail service is disgraceful. Where I was raised the subway runs 24 hours a day, 7 days a week. While it's not perfect, and is having some issues after more than 100 years in operation, NYC residents do not have to leave shows and events early because the subway is closing. Nor do they need to wonder how to get home after working the late shift. Metro is supposed to serve its customers, its customers should not be expected to change their lives to accommodate Metro's wishes. The Metro schedule that existed prior to Safe Track should provide sufficient down time for Metro to keep the system properly running, and it's late weekend opening already inconveniences me on a regular basis.

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As for your suggestion of adding bus service to make up for the loss of train service, have you ever taken the bus? It can be incredibly unreliable. No bus shows up for 30 minutes, and then 3 buses show up within 2 minutes of each other. How does that even happen? Also, at an off hour, I'd feel far safer waiting inside a Metro station, than waiting on a dark street for a bus that may or may not show up. Lastly, how could a bus ever replace a train at a ballgame or other crowded event?

I hope Metro reconsiders its ill-conceived plans to cut rail service and focuses, instead, on how it can improve that service.

Sincerely, Naomi Levin

I AM WRITING ON BEHOLD OF A FEW PEOPLE WHO DON'T HAVE ACCESS TO EMAIL OR OTHER WAYS TO PROTEST THE #4 . Please consider other ones, but not #4. Besides not able to come to church on Sundays it will affect people who work on the weekend . Thanks

Dear WMATA Board members,

The Metro has to become full service in order not to be only a commuter train. People have to know that if they are stuck at work or want to attend a social event, that they will be able to get home again. The fear of turning into Cinderella dampens one's enthusiasm for public transportation. Ridership at night is not just ridership at night. It encourages and supports ridership during the day. Taking public transportation has to become a habit in order to increase ridership and budget support.

DC is very far behind in supporting ecologically responsible transportation. DC inflicts upon itself thousands of cars every day that bring congestion, SQ miles of cement and asphalt for parking, and air pollution. All this could be greatly reduced with better public transportation.

Closing at night is a step backward. There are many alternatives to cutting service -- shorter trains, fewer trains, fewer during the day, a tax on cars coming into the city from 7 am to 11am, etc. The commitment has to be there. How many WAMATA managers and decision-makers ride the Metro regularly? If they don't, they should be replaced with riders.

Sharon Villines

Dear WMATA Board members,

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Thank you, Antoine Fillinger

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O. Roberson

Guys,

By cutting service hours you will be accelerating the death spiral you are in. You will drive more people to car-sharing (Uber and the like) which with recent "pooling" services have become even cheaper than Metro (I took a share ride from Dupont to Brookland for only \$3).

On the other hand, you will affect many people that only have Metro as their way to get home.

You need to reduce costs in personnel and you know it. By not being tough on that you are putting at risk the metro service in the capital of the USA.

So far, metro service is far from what we find in other developed countries' capitals (think London, Paris). It is time that you make the tough decision needed to be up to par.

Thank you,

Pablo A Destefanis

As an alternative to your proposed schedules, have you considered single-tracking after 10pm to free up some tracks for maintenance on a rotating basis while still maintaining limited service for later hours, especially on weekends?

Also I would suggest a policy of expanded service when significant events take place in the DC area. For example the Cherry Blossom festival turns Metro into a nightmare as there simply aren't enough trains running to support the number of customers.

My wife and I used to go into DC on the weekends to meet friends for dinner and drinks on the weekends but we have largely stopped due to the reduced service

Dear WMATA:

I understand the financial constraints the you are under in order to continue to provide us reliable and safe service.

I am writing to strongly request that WMATA find other ways to make these goals WITHOUT proceeding with Proposal #4. This proposal would restrict Metro Access from 12noon- 11:00pm and will be absolutely devastating to our community of worship.

St. Matthews Cathedral, which is located nearest to DuPont and Farragut North metro stations, receives congregants for our 7am - 5:30pm Sunday services many of whom travel via metro. The largest gatherings are at 11am and a 1:00pm (Spanish service). We also have a coveted Latin service at 10am, which continues the legacy of our faith foundations in an original language and is therefore very special to many.

In our faith, Sunday is both a sacred day and a time when we can join as a community. Many stay from morning until evening — and they reach St. Matthews by way of Metro. They travel from far away places like Rockville and Alexandria to reach us — we are an amazing place of worship. In addition, we are only one of two places in Washington, DC that Pope Francis designated as a "Pilgrimage site for The Doors of Mercy". People of all faiths/tourists have visited us because of this. Many times I've given people directions to their next destination — and yes, they used metro.

Moving forward with Proposal #4 would defacto disrupt and drastically separate our faith-family.

In a time when the world and our city face extreme pressures of our political environment and the world at-large, St. Matthew's needs to remain a steady anchor of peace, love and understanding for the church and community at-large. Reducing pathways for our congregants will destroy our community and our opportunities of being a stronghold when our troubled world needs us. Please do not proceed with Proposal #4.

In closing, I wish you the best of successes to find another path that is filled with community-building capacity and also meets your financial needs. We need you to be around for the years to come! We remain trusted partners to you and faithfully use your service.

All the very best, Wendy Marie

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Thank you, Naima Jefferson

Safety for WMATA should come first, however, WMATA has not demonstrated the ability to conduct safety and maintenance work on all of the lines and stations at the same time. Therefore shutting down the entire system early or starting late seems frivolous and unnecessary. I believe that rolling scheduled shut downs with adequate bus service provided by WMATA and the jurisdictions is preferable to the 4 draconian options presented. Only shut down the amount of the system that can be serviced at any one time. Phil Posner

With regards to the need for additional system downtime for needed routine inspections and maintenance. Why is it that the entire system has to have modified downtime hours – certainly the routine track inspection/maintenance would not be happening throughout the entire system during the extended downtime created by the various schedule proposals. I think that the four proposals seem to be taking the simplest and easiest way to accomplish the needed inspections and maintenance – couldn't there be a regular rolling schedule of delayed closures/openings of sections of the system to accomplish the same end – which would allow for a more concentrated effort to accomplish the routine work and also allow for more buses to provide links across closed sections... similar to the safe tracking being done now for major maintenance and repairs.

The need for routine inspections and maintenance is without question, but does the entire system have to be shut down to accomplish this need? Metro is a vital part of the infrastructure of the Capital area, relied upon for travel during peak and off peak times, reducing operational hours will reduce the effectiveness of the system and force people to find alternatives at all times to Metro.

Paul Rosstead

Buenos días les agradezco por tener una página para expresar mi testimonio de acerca del cambio de horarios y modificaciones del servicio.

Yo de lunes a viernes utilizo el servicio J2 y J3 por la mañana y la tarde.

Pero esta última semana he llegado 1 hora después a mi trabajo por la mañana.

Yo me levanto a las 4:00 am

tomo el F4 de Hyattsville a las 5:20 am para estar a las 6:00 en silver spring y tomar el J2 q era el q me llevaba a tiempo para estar a las 6:45 am en la 10400 Old Gergeotwn,esta semana q termino llegue casi una hora después a mi trabajo.

Les suplico q mejoren el servicio a como estaba ya q estoy a q puedo perder mi trabajo por seguir llegando una hora después.

Amo trabajar y soy responsable nunca me ha gustado llegar tarde pues creo q la puntualidad muestra parte de nuestro curriculum personal .

Les agradezco el excelente servicio q nos prestan a diario en medio de cualquier clima.

Los felicito y les suplicaria si lograrán ver también el mejorar el servicio del F4 por la mañana seria excelente si iniciará a funcionar a las 5:00 am ya q siempre el primer bus pasa por Hyattsville a las 5:20 am y viene super recargado.

Y todos queremos llegar a tiempo.

Appendix A - Metrorail Operating Hours Written Testimony

Gracias por su servicio.
Bendiciones.

Translation:

Good Morning, I am very thankful that you have a way that I can give my testimony regarding the proposed hour of operations and service modifications. I use bus routes J2 and J3 from Mondays to Fridays every morning and afternoon. But last week I showed up 1 hour late to work. I woke up at 4 am and take the bus from Hyattsville at 5:20 a.m. because I have to be at Silver Spring at 6:00 a.m. to take bus J2 that will take me to 10400 Old Georgetown by 6:45 a.m. and this past week I showed almost 1 hour late to work. I beg you to improve the service this way I can be at my job on time and won't lose my job due to my late arrival time.

I love my job and I am very responsible, I don't like to be late to work and I think being on time is part of my personal curriculum. I would like to thank you for you're the excellent service that you provide us daily during any type of weather. Also, please improve service on route F4 in the mornings. It will be great if the service starts at 5 a.m. Currently F4 service starts at 5:20 a.m. in Hyattsville and it's always crowded. We all want to be on time to work.

*Thanks for your service.
Blessings*

Dear Madam or Sir:

I have taken the online survey and selected **Proposal #1**. Having said that, I would also like to express my **strong disapproval for Proposal #4**, due to the later weekend start times (9 am Saturday, noon on Sunday). I have regularly scheduled activities on Saturday and Sunday mornings that begin at 8:30 am and 9:00 am respectively. Option #4 would make it impossible for me to rely on metro to arrive at these events in a timely & convenient manner. I could live with any of the proposals, except for #4.

Thank you for your consideration of my input. Lucy Gettman

To whom it may concern,

After reading the proposed changes to the WMATA schedule, I believe the best option going forward is #2. Commuters and visitors need early and late access to the metro every day of the week. While staying open until 3am may seem like a good idea, the fact of the matter is many late-night patrons will get an Uber or Lyft rather than stumble to the metro to wait 20 minutes for a train.

I also think closing the metro until noon on Sundays is a major oversight, both from a local perspective and that of a tourist. There are too many activities taking place not to have metro operating during those hours.

I appreciate the chance to provide feedback, and I hope you take this input into consideration. I've lived in this city eight years now (without a car), and I've personally experienced all of the above to be true.

Many thanks, Jennifer

I live in Washington DC and find it preposterous that for all the taxes we pay, and live in the Nation's capitol, that we are forced to endure a failing metro system. You have already proposed and implemented Safetrack that is a significant burden on commuters who work in this city. Yet, we are still paying the same costs for reduced service that was already abysmal.

I have reviewed your proposals and it is absurd to not have service begin at least at 6 AM on the weekends and ending no sooner than midnight.

Appendix A - Metrorail Operating Hours Written Testimony

Proposal #2 may be the best if you consider beginning service at 6 AM on the weekends. That said, none of these proposals are ideal and if there are permanent cuts in hours then, consider special bus routes from DC, for example at Lenfant Plaza to Reagan Airport to cover the times that we currently have service. You may also consider direct bus routes from DC to VA - Pentagon City and Kings St and a few of the more popular stations.

I would be happy to comment further if you have any questions.

Laurani Singh

Why not continue a system similar to "Safetrack" where only planned sections of the metro system are closed early for maintenance, and the disruptions are covered by special bus services? This would concentrate your maintenance efforts area by area, which is probably more proficient, and allow most of the system to operate as normal. It would require better planning and dissemination of the schedule, but it would allow people who depend on the metro in non-daytime shift hours to plan ahead, and to still have a way home, even if sometimes they have to take a bus around a work/maintenance area.

Dear WMATA:

The DC Metropolitan Area commuters are spoiled brats who take Metro employees, its buses and trains for granted. With that said, no matter what you do or how you do it; some people are going to be unhappy. So, until Metro is able to bring the rail system up to code, why not just shut it down, and go back to the days before the Metrorail existed. Please forgive my lack of knowledge about Metro, its expenses and its Standard Operating Procedures. But since we, the commuters, love our misery, (Beltway, Redskins, Parking, Metro); and our Constitutional right to consistently whine about them, refrain from trying to make us happy, when its plain to see that we're almost never happy about being happy.

For pre-Metrorail bus lines (such as: #32, #16A, #A12, #70, #L2, etc.)

Re-establish their former routes with Non-station starting/ending points. Where necessary, and if plausible, intertwine the current arrival/departure time frames with the previous ones.

For post Metrorail bus lines (such as: #NH1, #30S, #79, etc.)

Establish Non-station starting/ending points. Then either maintain or revise the Transfer points to accommodate routes of connecting bus lines.

ADVANTAGES

1. Metro gains 24 hours to exercise repair work on the Rail system
2. The repair work gets completed swiftly.
3. The repair work gets completed accurately
4. No more PSAs from Metro about faulty tracks or disabled trains
5. Overjoyed citizens throughout the DC Metropolitan area.
6. Passengers willingly support Fare Increases from Rail service

DISADVANTAGES

1. Bus Operators/Commuters may need to start their workday/school day travel time forty minutes to one hour earlier.
2. Train Operators going back to driving buses.
3. Possibility of extended travel times.
4. Possibility of extended wait times.
5. Unhappy citizens throughout the DC Metropolitan area.
6. Reprinting Metrobus Schedules.
7. Metro loses revenue currently generated from Rail service.

Sincerely Yours

Dear WMATA Board members,

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Although Mr. Weidefeld has commented that Metro should not be compared to others systems regarding operating system hours, I respectfully disagree with him. Providing service throughout the day and evening, with the possible exception of owl hours, is necessary for a public transportation system to properly serve its constituency. Without coverage over such a substantial part of the day, the system cannot be relied upon, and significant abandonment of the system by the public results. Diminishment of hours of service has oftentimes been one of the warning signs leading to the diminishment of the importance of the transit system.

The process of properly maintaining the right-of-way has been practiced for a very long period by many transit agencies. For many years, Metro performed a reasonably good job of maintaining the safety of the right-of-way. Unfortunately, at some point about ten years ago, Metro lost its way. Maintenance deteriorated and the system evolved into the current state. To rectify this situation, Metro can benefit from the experience of other transit systems, most of only with two tracks, to learn methods of effectively maintaining the system regularly without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time.
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late-night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late-night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders. Additionally, the night substitute routes should closely track the Metro routes for which they are substituting. Consideration should be given to a timed transfer system between buses during the owl hours at the most important rail junctions.

Thank you, Matthew I. Koch

Dear Metro,

I am a daily rider on the WMATA system. I am generally very happy with the metro system, and applaud the efforts and hard decisions that are being made currently to improve service and safety.

The purpose of this email is to register a formal complaint about the incessant and unending overhead messages that play in the metro stations at all hours of operation. I consider these messages to constitute a particularly intrusive form of noise pollution, given the sheer frequency with which they are broadcast and the paucity of information they contain. I would like to make an urgent plea for reduction in these messages. I propose to convert this system into a critical-alert-only messaging system. Currently it operates more as a "noise to occupy time" system, like an individual so uncomfortable with silence, that he must talk about the weather during the quiet scenes in a Shakespearean play.

The other night I was waiting for 25 minutes for a train that was delayed due to scheduled maintenance and trying to take calls from the hospital on my phone (I am a physician). I counted at least a dozen overhead messages that played during this period. They all started with the same electronic ding-ding, some were not in English, and almost all were hardly decipherable due to echo. One or two contained what a reasonable person would consider to be perhaps important information, and these were approximately 3 times as long as they needed to be. Most rational people find it irritating to listen to impersonal tape recorded platitudes ("we thank you for your patience", etc.), especially when they are repeated every 3 minutes. When messages are so frequent and so disruptive, making concentration on other activities during long waits impossible, there is a desensitization that occurs in the audience. People learn how to tune the messages out, and they become just irritating noise pollution.

Appendix A - Metrorail Operating Hours Written Testimony

I would urge that only essential emergency messages are played. These should be short and to the point so that people listen, and so that they are not disruptive to the silence.

These opinions are my own, but I know from conversation that they are shared by almost every other person with whom I have discussed this matter. An overhaul of the PA system programming (i.e. termination of most of the programming), would be the greatest improvement, next to safety, that could be made to the metro system. And if the messaging problem is not dealt with, this rider will choose to drive to work instead.

Thank you for your consideration of this matter. I would be happy to discuss further over the phone. John Dekker

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down Metro until 12pm on Sundays would seriously undercut our parish community. As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment. We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts.

Stephen Yoder

Sirs:

I have taken your survey and expressed my views, but I wanted to write and let you know that I think that you and doing a great job trying to fix years of neglect of what appears to have been a poorly run maintenance program.

I work at George Washington Hospital and it is helpful to be able to ride the Metro and avoid paying parking fees. But there are several of us that get off at 11:30 to midnight and it is helpful to have the Metro open at that time to take home. We live in Virginia and the Blue and Orange lines are the ones that we use.

For being a nation's Capital, and our country's Capital, I feel ashamed, that despite the ease and use the Metro is to get to all the enjoyable venues, the state of the cars and tracks are an embarrassment. I heard someone mention that, as many federal employees that take the metro and are subsidized for doing so, that the federal and DC governments should help with the budget.

Thanks for letting me voice my opinions, and keep up the work..like my mother said it took a long time to get in that state, it will take some time to get it right..

Karen

To Metro GM/CEO Wiedefeld and Metro Board Members:

Appendix A - Metrorail Operating Hours Written Testimony

Of the four alternative schedules proposed by Metro to amend the Metrorail hours of operation, I would favor proposal #1. This is because I work "9-5" hours Monday-Friday, I do not typically (ever) patronize bars and restaurants until 3:00 am on weekends, and because I value early morning opening hours on Saturday and Sunday to facilitate visiting downtown museums, etc. as well as getting to and from DCA, as needed.

However, in recognition of the fact that many other individuals have needs for Metrorail that differ vastly from mine, I do not believe any of the proposals #1 - #4 are adequate for the principal transportation system of our nation's capital. I agree with Metro's position that it needs to promote the safety of the system, but merely increasing the number of hours available to perform system maintenance does not mean this maintenance will take place.

In my mind, the critical piece missing from Metro's analysis supporting an amended Metrorail schedule is how many more man-hours will Metro dedicate to system maintenance? To increase maintenance you must increase man-hours. Increasing man-hours can be achieved two ways: either by have the same personnel work more hours, or by hiring additional personnel to perform additional work within a given time-frame. It is a false conclusion to say that Metro must reduce Metrorail operating hours in order to increase system maintenance. Since Metro must increase man-hours dedicated to maintenance, if Metro hires more personnel to carry-out this maintenance, it can accomplish its safety goals while also minimizing service reductions for the public.

Metro says it needs an additional eight hours per week for maintenance. In light of the preceding argument about man-hours, and in the spirit of compromise, I offer the following 5th proposal for an amended Metrorail schedule.

Proposal #5

Mon-Thu: 5:00 a.m. – midnight, 19/5 (operating hours/maintenance hours)

Fri: 5:00 a.m. - 2:00 a.m., 21/5

Sat: 7:00 a.m. - 2:00 a.m., 19/5

Sun: 7:00 a.m. - 10:00 p.m., 15/7

This schedule accommodates daily "9-5" commuters, some late night weekend activity, and more realistic weekend schedules than some of the other proposals. It also provides Metro with four additional hours of maintenance per week, including one long stretch (7 hours) overnight on Sundays. If Metro must hire additional personnel to work concurrently with existing personnel during maintenance hours to achieve its safety goals, so be it. At the very least, it should study this alternative.

One final comment: Whatever altered service schedule Metro eventually adopts, it MUST be a willing civic partner and agree to stay open late and open early as needed to accommodate community activities such as sporting and other special events.

A final, final comment: Metro's website says that public feedback on the proposed service schedule amendments will be provided to Metro's Board of Directors in December 2016 as part of the final decision process. Directors: If this means that you are reading this letter (and other public feedback) for the first time right before voting on any service change, then you have not done your due diligence, which is cause enough to suspend the proceedings and to delay action to a future date when public feedback can be properly considered.

Sincerely, Peter Nickoloff

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you, Hannah Robinson

Dear WMATA,

As a supporter of St Matthew's Cathedral in downtown DC and the owner of a business in DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut the St. Matthew's parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, I am very much concerned for the welfare of those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

I strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts.

David Cichanowicz

I don't have a car. During the week I commute to work by walking, but I rely on metro for weekend errands and activities - and metro is increasingly unreliable on weekends. The schedule does not meet my needs. If I am traveling, metro does not open early enough to get me to the airport or train station in time for an early flight.

But I use metro mostly for recreation and errands - many people need it to get to work on shift or weekend jobs. These are the people who can least afford alternatives to public transportation, and metro is not meeting their needs.

Early morning and late night hours matter during the week and on weekends. Metro needs to find another way.

Best, Ellen Connorton

As a parishioner of St. Matthew's Cathedral in downtown DC and a resident of Maryland, I feel compelled to comment on the repercussions of Proposal #4, which would change Metro's Sunday opening time to 12:00 noon.

While I recognize the hard work that you are doing to complete much needed maintenance and ensure safety for all passengers, I am strongly opposed to Proposal #4. Closing Metro until 12:00 pm on Sundays would be a detriment to our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents from DC, Maryland, and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Maryland or Virginia. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Appendix A - Metrorail Operating Hours Written Testimony

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, particularly those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not the risk of outright unemployment.

We strongly believe that any proposal to improve Metro should not have such a devastating impact on people of faith and low income workers. Proposal #4 would be a step in the wrong direction. Indeed, it would have a dramatic impact on all churches and houses of worship within DC and would create a grave risk of economic harm to hard-working members of our community.

Thank you for the opportunity to comment and for your thoughtful consideration.

Amanda Bruchs Sheridan

Dear WMATA,

As a member of the staff of the Cathedral of St. Matthew the Apostle in downtown Washington, DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Worshipping at the Sunday Mass is at the center of our life and faith, as individuals and as community. There is no way to put into words the devastating effect that the interruption of worshipping as a community would have on us, and on countless other faith communities that would be affected by Proposal #4.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts. Maureen Hurley

My comments are written as Proposal # 5.

Appendix A - Metrorail Operating Hours Written Testimony

		Washington, DC is a 7-day, 24 hour work week for some employees. It will be an increased hardship for employees with the reduced hours on weekends. Washington, DC hosts a tremendous number of visitors year round and numerous athletic, entertainment, and cultural events. Being able to use public transportation at the conclusion of the events is a major consideration for attendees.
	Proposal # 5	
Mon.-Thurs	5:00 a.m.- midnight	
Friday	5:00 a.m.- 3:00 a.m.	
Saturday	5:00 a.m.-3:00 a.m.	
Sunday	8:00 a.m.-11:00 p.m.	
Dear WMATA, As a parishioner at St Matthew's Cathedral in downtown DC and a resident of DC, I feel compelled to comment on the important repercussions of your Proposal #4. While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4. Shutting down metro until 12pm on Sundays would seriously undercut our parish community. As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities. Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment. We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers. Proposal #4 would be a serious step in the wrong direction. Thank you for your consideration and efforts. <i>Sincerely,</i> David Diemert		
Here's a better idea: Why doesn't WMATA just get rid of the one thing that has always inconvenienced you: the passenger Your entire organization is nothing less than a wealth redistribution scheme from the taxpayer and passenger into the pockets of overpaid (the highest paid in the country) union members, contractors and suppliers. Your focus is on "rebuilding" and endless, pointless "trackwork" in which the passenger, the service is an afterthought and an inconvenience.		

Appendix A - Metrorail Operating Hours Written Testimony

My proposal: bring back the superb bus system of D.C. Transit that WMATA purposely destroyed when Metro was opened. You did it to force bus patrons to take the Metro. It worked. And now you want those same passengers to.... get stuffed.

WMATA: The Embarrassment of The Nation's Capital
Peter Kohler

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a DC resident, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would seriously undercut our Christian community, for all those who attend worship services Sunday mornings.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Thanks, Katherine Petti

Dear WMATA,

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of DC, I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would be a death sentence for our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the work of waiters and waitresses, concession stand workers, janitors, and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation. Men and women who make minimum wage or who rely on tips will not be able to afford taxis or Uber to get to work on time. They will face difficult choices, if not outright unemployment.

We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts. Casey

Dear WMATA,

Appendix A - Metrorail Operating Hours Written Testimony

As a parishioner at St Matthew's Cathedral in downtown DC and a resident of [DC/MD/VA], I feel compelled to comment on the important repercussions of your Proposal #4.

While I recognize the hard work that you are doing to ensure safety for all passengers, I am strongly opposed to Proposal #4.

Shutting down metro until 12pm on Sundays would be a death sentence for our parish community.

As a parish, the Cathedral of St. Matthew is made up of residents of Washington, DC, Maryland and Virginia. As it currently stands, bus service is inadequate within the bounds of DC and burdensome for those living in Virginia or Maryland. Parishioners would almost certainly not be able to make it to our Sunday morning services and educational activities.

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We strongly believe that any proposal to improve WMATA should not have such a devastating impact on people of faith and low income workers.

Proposal #4 would be a step in the wrong direction.

Thank you for your consideration and efforts. J. R. Joyce

To Metro:

I am opposed to all four of these options. I think Metro needs to provide more data on what they hope to accomplish with these additional hours, prove that it cannot be completed with using the current time more efficiently (May 6th comes to mind), and if the extra hours are absolutely necessary, announce what metric will be used to determine when late night hours can be reinstated. If more hours are needed, certain stations or lines should be closed late night (eg. Safetrack) instead of crippling the entire system. Construction cannot be done everywhere at once. Close the areas where work is being done and leave the rest open.

Metro already runs fewer hours than every other major system in the country and is an absolute necessity to our region. I have supported the new administration and Safetrack, but permanently reducing the quality of our system should not be on the table as the solution.

Alex Pasternak

Dear Sirs/Madams:

Regarding your proposals to change Metro's service hours, please reconsider.

I do understand the need to be able to access the tracks to keep maintenance current - this is a very real issue and workers do need to have safe access to get their repairs done.

However, since ridership is lower at the late-night hours, why not consider going to a permanent single-track system after Midnight, instead of closing completely? That may mean more time between trains, but there will at least still BE trains. It would be an inconvenience for the riders, but less of one than having no trains at all. None of the proposed plans seems to include this, and even Proposal #4 is inconvenient, because people lose the early Sunday access. People who work in service industry jobs (restaurants, hotels, etc.) still have to work on Sunday mornings, and still need access. Starting at Noon does not help them.

Appendix A - Metrorail Operating Hours Written Testimony

I don't take the Metro regularly, but on the occasions that I might be in DC or elsewhere late and need a way to get home, having the option to use Metro, whilst expensive, is still less expensive than taking a cab.

In addition, there are many businesses and entertainment venues in DC that will be harmed by closing early - people who go to the clubs and bars and other places will have to leave earlier, workers will have to leave earlier, and overall the economy of the area will be adversely affected.

There are also shift workers who rely on the Metro over having to pay for a cab or other transportation - not having a semi-affordable late night transportation option will hurt them and possibly cause loss of jobs. It may also harm the public by causing nursing shortages (as an example, since nurses often work late shifts) or other shortages, due to workers being unable to find reliable transportation and therefore finding jobs elsewhere.

Also consider the problems that flyers returning to National Airport might have if their plane is delayed and they come back to the airport with no way to get home. Taking a cab from National back to somewhere in VA or MD would be prohibitively expensive, and not everyone can just decide to stay somewhere overnight to wait for the trains to start running again. What if someone is traveling for business and has to be at a meeting in the morning?

I believe a single-tracked system after a certain hour, instead of closing completely, would meet the needs of both Metro and the public, and would be the best compromise. Any other alternatives will cause economic hardship in an area that has so far managed to weather the last few years of economic difficulties much better than many other major cities.

Very respectfully, I. Sanderson

Dear Members of the Metro Board of Directors:

On behalf of our many member companies that operate restaurant and entertainment establishments in Silver Spring, I am writing to urge you to restore evening and night operating hours to the schedule that was in place prior to the current SafeTrack program.

For these businesses, whose staff and guests rely very heavily on Metro, late night service on weekends is essential for safety and convenience. Eliminating this service stands to endanger public safety, and leave many of our restaurant, theater, and concert venue staff members unable to keep their jobs if they have no other cost effective alternative for getting home after their shifts end. Unfortunately, since the beginning of the SafeTrack surge, there have been significant problems with Uber availability, and cabs in Silver Spring won't take guests back to the District of Columbia or Virginia. Most cabs in Silver Spring can take fares into neighboring jurisdictions but because they cannot pick up return fares the drivers simply refuse pick up Silver Spring's late night patrons. There have been situations when scores of people have found themselves stranded after shows that end past 11 p.m.

We understand and support WMATA's efforts to bring Metro back into repair and back to the service levels patrons in the reason expect. Bringing back a first class Metro system will draw back not only those riders who have abandoned the unreliable system, but also attract new ones. But cutting back on night time hours, when the system is needed most for a safe and reliable way home from work or play will be critical to Metro's future.

That's why we are writing to suggest a different alternative to finding additional hours for maintenance. Instead of cutting everything back from the night time schedule, we suggest instead looking at shaving time off the morning hours Monday through Friday, and at the same time taking only one hour off the late night schedule for Friday and Saturday (closing at 2 a.m. rather than 3 a.m.).

We thank you for the opportunity to provide input into this decision. Should you have any questions, do not hesitate to contact me.

Jane Redicker, IOM

Dear WMATA Board members,

Appendix A - Metrorail Operating Hours Written Testimony

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Julie Stern

Good afternoon and thank you for soliciting public input on the proposed changes in Metrorail hours. Though proposal 4 would be my vote among those presented, I would suggest a 5th alternative that combines the late night (3am) weekend service that so many of our younger residents need with a Sunday proposal that would better fit the times people are more likely to make trips, such as from 9am to 8pm instead of from Noon to 11pm.

Thank you for your time, Dana Hofferber

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
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3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headway to provide alternative mobility for late-night riders.
5. WMATA needs to remember that events like the Capital Fourth bring folks from all over the region, and the country. To expect visitors to "shift for themselves" is really unconscionable.

Thank you, Nancy Kane

Metrorail hours should not be curtailed to such an extent. There are too many people who have to work late in the District. Any other transportation is too expensive for anyone to use on a daily basis.

Metro should consider single-tracking during late hours to accommodate track maintenance and still let the system be available to individuals who work late in the District.

Alex A. Potter

Good afternoon, WMATA,

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WMATA explicitly states that it "is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended." The website further explains Metro's objective as:

Toward this end, it is Metro's objective to:

- Ensure that the level and quality of transportation service is provided in a nondiscriminatory manner;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation in public transportation decision-making without regard to race, color, or national origin;
- Ensure meaningful access to transit-related programs and activities.

Below is just a sample of data that has been collected from communities East of the River. Much of the data is cited in the RAND Research Report: District of Columbia Community Health Needs Assessment (2013). Notably, the report indicates that "[i]n 2011, the D.C. population totaled 617,996. 49.5 percent of the District's residents are black."

This data clearly indicates critical elements that are essential to the quality of life for any human. Although the data was not compiled in 2016, we can certainly conclude that no significant improvement and/or growth has occurred to offer a wider array of health care (medical and behavioral health) services East of the River. There is still one hospital located East of the River. WMATA provides transportation for children who reside East of the River to attend school. Unemployment amongst D.C. residents is highest in Wards 7 and 8. Various data (including data from WMATA) *consistently* indicates that the demographics of Washington, D.C. Wards 7 and 8 are both largely comprised of minorities. Additionally, WMATA data consistently indicates that nearly thirty percent (or more) of its ridership is comprised of minorities.

I simply have the following questions:

- * How do the WMATA proposed station closures comply with Title VI of the Civil Rights Act of 1964?
- * WMATA utilizes data that includes the very residents/population that it intends to exclude from services. Why should residents serve as collateral damage because WMATA has egregiously failed to fulfill its commitment to consistently manage resources, deliver quality service and ensure safety?
- * By imposing disparate treatment, WMATA willfully subjects residents to potentially disproportionate and adverse effects by limiting access to medical care, employment, education, programs, activities, etc.. How does WMATA propose to address this harm?
- * Did any of the WMATA Board Members recuse themselves from the SafeTrack Initiative?
- * How can Councilmember Jack Evans ethically participate in the SafeTrack Initiative?

Kristal Wortham

Like Lt. Colonel Benjamin O. Davis eluded to in the movie, Tuskegee Airmen, "Many of us put our faith in Metro everyday. Are we only to be included when the mood suits you to bolster your 'robust' funding requests?" Our communities expect fair and impartial delivery of service. Our communities should not have to dictate demands or be poised for litigation because malfeasance is on the agenda rather than 'full and fair' decision-making.

Table 5.1 (Titled Key Findings and Recommendations from Focus Groups) RAND Research Report: District of Columbia Community Health Needs Assessment (2013) states that the "[l]ack of specialists, especially in Wards 7 and 8, leads to delays between diagnosis and treatment for certain conditions, particularly oncology care and pain management care."

2.2 Sociodemographic Characteristics of District Residents

In 2011, the D.C. population totaled 617,996. Table 2.1 details the population's sociodemographic characteristics: 49.5 percent of the District's residents are black, 35 percent are white, 10 percent are Hispanic, and 4 percent are Asian. Overall, the proportion of District residents that is black decreased between 2000

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and 2011 from 59.5 percent to 49.5 percent, while the proportion that is Hispanic grew slightly from 7.9 percent to 9.5 percent, the proportion that is Asian grew from 2.6 percent to 3.6 percent, and the proportion that is white grew from 27.7 percent to 35.3 percent. Table 2.2 presents characteristics across the eight District wards. In Wards 7 and 8, more than 10 times the number of residents live in poverty than in Ward 3 (23.3 percent and 32.0 percent, respectively). Wards 7 and 8 continue to comprise mostly black residents, while Ward 1 has a large Hispanic population. In addition, Ward 1 has the largest percentage of individuals who are foreign born (22.4

Wards 7 and 8 have the largest proportion of their population represented by 0–17-year-olds.

Roughly 15 percent of the District's families live below the poverty line. Yet, the percentage of families who live in extreme poverty (or 185 percent of federal poverty level [FPL]) decreased from 2000 to 2011 (Table 2.1). The unemployment rate is highest in Ward 7 (19 percent) (Table 2.2).

Ward 8 has the largest proportion with less than a high school education (20 percent).

3.1 General Health Quality and Access to Preventive Services Among District Residents

Black residents report more days of impairment due to both mental health issues (4.5 days versus 2.2 days) and physical health issues (4.4 days versus 2.0 days) than white residents. Black residents also reported poorer health, lower rates of pneumococcal or flu vaccination, and more missed care in the past 12 months due to cost than white residents. Accordingly, black residents were three times more likely to report having no insurance.

3.3 Chronic Disease and Disability

There are also differences in the rate of adult chronic disease and disability by ward (Table 3.14). More individuals in Ward 7 have been told they have cardiovascular disease and asthma compared to other wards. The prevalence of diabetes appeared highest in Ward 8, followed by Ward 5 and Ward 7. Limitations due to physical or emotional health were more frequently reported in Wards 7 and 8, followed by Wards 1 and 5.

3.4 Reproductive and Sexual Health Births and Infant Mortality

There were 9,156 births in the District in 2010. Rates were highest in Wards 4, 5, and 6 and lowest in Ward 2. Table 3.16 shows infant mortality rates by ward in the District. For that same year, rates of low birth weight (<2,500 grams) were highest in Wards 7 and 8 and lowest in Wards 3 and 4 (DOH,2012).

The number of births to mothers under the age of 20 declined by 8.5 percent from 1,057 in 2009 to 967 in 2010. The rate of births to mothers in this age range was highest in Wards 7 and 8 and lowest in Ward 4 (see table 3.16).

Sexually Transmitted Infections and HIV

D.C. continues to report high STI rates relative to the U.S. population. In 2010, the rate of reported chlamydia cases was 932 per 100,000 population (compared to the national rate of 426 per 100,000), the rate of reported gonorrhea cases was 350.9 per 100,000 population (compared to the national rate of 100.8 per 100,000), and the rate of reported syphilis cases was 22.3 per 100,000 population (compared to the national rate of 4.5 per 100,000) (CDC, 2010, Sexually Transmitted Disease Surveillance). By ward over a five-year period, rates of aggregate chlamydia and gonorrhea cases were highest in Wards 7 and 8 and lowest in Ward 3

(see Table 3.17). The rate of primary and secondary syphilis cases were highest in Wards 1 and 2 and lowest in Ward 3 over that same period (DOH, 2011). Hepatitis B and C are also of concern in the District and

4.1 Reported Use of Care Among District Adults

We use data from three sources to describe access to care among adults and children in the District. First, we summarize the self-reported use of care from available survey data—the BRFSS (for adults). Second, we use information on inpatient and ED discharges from District hospitals to demonstrate the rates at which these services are used. In addition, these data allow us to identify trends in hospitalization that are sensitive to the availability and efficacy of primary care. Finally, we provide summary data from FQHCs.

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Figure 4.1 shows medically underserved areas/populations (MUA/MUP) as defined by the U.S. Department of Health and Human Services Health Resources and Services Administration (HRSA). Figure 4.2 shows primary care health professional shortage areas (HPSAs) in the District, which are very similar to the MUA/MUP. Primary Care Health Professional Shortage Areas in the District ("HPSAs") are defined as having a population to full-time equivalent primary care physician ratio of less than 3,500:1 but greater than 3,000:1 and having high primary care service needs and insufficient provider capacity.

The report explains that "United Medical Center is the only hospital serving the population east of the Anacostia River. identified are locations of primary care physician practices, which are concentrated downtown, adjacent to hospitals, and in the northwest."

Figure 4.4 shows mental health HPSAs. To qualify as a mental health HPSA, an area or population must have a population-to-core mental health provider ratio greater than or equal to 6,000:1 and a population-to-psychiatrist ratio greater than or equal to 20,000:1, or, alternatively, a population-to-core professional ratio greater than or equal to 9,000:1 or a population-to-psychiatrist ratio greater than or equal to 30,000:1. Higher provider-to-patient ratios are often permitted in areas with high mental health needs. In the District, mental health HPSAs are present in Anacostia and also include several health centers: Mary's Center, Unity, Community of Hope, La Clinica del Pueblo, Whitman Walker Clinic, Elaine Ellis Center of Health, and Family and Medical Counseling Service (HRSA, 2012).

4.2 Inpatient and ED Discharges

Wards 7 and 8 have reported the most inpatient discharges among youth aged 0–17 years and adults aged 18–64 years. Ward 5 has the highest rate of discharges among those older than 65 years, though that rate has steadily declined over the past ten years (Figure 4.6). The volume of inpatient discharges does differ by hospital. Not surprisingly, Children's National Medical Center experiences the greatest number of discharges in the 0–17 age group; George Washington University Hospital reports the most in the 65 and older age group; and Washington Hospital Center reports the most in the adult population between 18 and 64 years old (Figure 4.7). ED Discharges Table 4.3 profiles ED utilization rates among District residents by age over the 2006–2011 period. Discharge rates were steady among those aged 0–17 through 2009 and then increased substantially in 2010 and 2011(see also Figure 4.8). Rates were general steady for all other age groups. Please note, however, that we do not include United Medical Center data in this analysis due to data unavailability at the time of the study, thus declines in the rates among the adult population may be somewhat exaggerated. In total, ED discharges increased 8 percent between 2006 and 2011. As with inpatient discharges, the highest rate of ED discharges among youth (0–17 years old) and adults (18–64 years old) was in Wards 7 and 8. ED discharges were highest among those 65 and older in Ward 5 (Figure 4.9).

..... the top condition for United Medical Center in 2011 was schizophrenia, followed by diseases of the heart.

4.4 Ambulatory Care Sensitive Inpatient and ED Discharges

- ACS inpatient discharges are highest among those 0–17 years old, 18–39 years old, and 40–64 years old in Wards 7 and 8; but are highest in Ward 5 among those 65 and older, though that rate has sharply declined.
- ACS ED discharges are greatest among those 0–17 years old, with a sharp increase in 2010 and 2011. This increase appears to have been driven by ED discharges in Ward 8, followed by Ward 7.

5.5 Specialty Services

Participants identified problems with obtaining specialty care in the District, especially for persons who live in Wards 7 and 8. Oncology and pain management services were identified as being particularly problematic. Case managers and patient advocates cited pain management as an issue leading to frequent ED use. Few oncologists practice in Wards 7 and 8. Also, it is particularly difficult for persons to navigate the system to access oncology services both in the community and at various hospitals. Because of the limited number of specialists available, particularly for oncology, participants noted that residents, particularly those living in Wards 7 and 8, often have to wait for prolonged periods following diagnosis to obtain needed medical care. Poor reimbursement and a lack of motivation for doctors to donate charity care were cited as factors contributing to the shortage of specialists in underserved areas of the city. Due to limited outpatient pain management services in certain neighborhoods, participants noted that residents sometimes use the ED to help meet their treatment needs.

To read the report in its entirety, go to http://www.rand.org/content/dam/rand/pubs/research_reports/RR200/RR207/RAND_RR207.pdf.

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Excerpt from Report by Finance and Administration Committee (C) 03-27-2014 for Washington Metropolitan Area Transit Authority Board Action/Information Summary (retrieved on 10/19/2016)

https://www.wmata.com/about_metro/board_of_directors/board_docs/032714_11C200690FY2015OperatingBudgetFINALIZED.pdf

http://www.wmata.com/pdfs/titleiv/TitleVI_Complaint_Form.pdf

Metro Code of Ethics

https://www.wmata.com/about_metro/docs/code_of_ethics.pdf

Metro Records for Public Review

http://www.wmata.com/about_metro/public_rr.cfm

WMATA Customer Satisfaction Report

http://www.wmata.com/about_metro/board_of_directors/board_docs/120315_4BCustomerSatisfaction.pdf

<http://planitmetro.com/2015/06/29/metrorail-rider-incomes-a-closer-look/>

WMATA Public Participation Plan

http://www.wmata.com/community_outreach/public_participation_plan/PPP_FINAL_executive_summary_English.pdf

Kristal Wortham

General Manager Paul Wiedefeld,

If we may be so bold as to make some recommendations as to how Ms. Wortham's excellent questions might actually open the door for a more constructive and productive Dialogue between WMATA and the People of This Community (Wards 7 & 8).

Recommendation #1:

First and foremost, You and Your top team of Executives owe This Community a Public Apology for WMATA's Egregiously Insulting approach to reconciling budget challenges.

You and Your Executive Team obviously approved this published proposal. No matter how whomever might try to spin it today....this tactical approach remains very wrong on so many levels.

Therefore, we cannot give your organization a "Free Ride" to simply try and "walk back" this Outrageously Disgraceful and Discriminatory Proposal. As the saying goes: This "toothpaste is already out of the tube" An even greater mess will be made by trying to squeeze it back in.....

Recommendation #2:

Perhaps said Public Apology could be made, here, within Our Community, where You can look us in the eyes, as Fellow Human Beings.

Not your PR/PIO team....they did not make this decision.

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You are the Appointed Leader. This happened on Your Watch.

Recommendation #3:

For additional Transparency and Accountability, perhaps Your entire inner-circle of top Executives could also join you. Given that in November, you will have achieved 1 year at the helm of WMATA this might be a good time to actually come out and finally meet us.

To my knowledge, You've not hosted/participated in a Q & A/Dialogue within This Community.

We all want a Safe and Reliable Public Rail System. Perhaps now is the time to seek Reconciliation; Healing; and Rebuilding of the Trust between This Community and WMATA...moving forward.

Fairness and Equity are Our goals:

(picture of the Equality vs Equity)

We are very willing to work with you and your team (i.e., timing/logistics) to make this happen....hopefully you and your team are willing to work with us.

Thank you Greg Rhett

Your proposal to close the Metro Rail system at anything earlier than 12:30 am is wholly asinine in the context of a transit system serving three distinct major metropolitan entities with termini extending to something in the area of twenty five miles from downtown DC. At a minimum you have professional hockey, basketball and baseball teams with Metro stations virtually at their doorsteps. How do these entities, which placed their facilities in proximity to those stops in order to enable relatively easy access, sell their locations to their fans. Added to that these venues also provide concert services. Assuming the events end at a reasonable hour, not always the case, your early closures totally kill any ability to enjoy whatever passes for post-event night life in DC.

You want a system that serves Northern Virginia all the way to the Dulles area, *you folks* hop a cab or a bus for that ride at some dumb-ass hour of the night.

The area is developing and Metro is providing less service and certainly less safety when it comes to your ability to police the system from the local crime population.

Moreover, it wouldn't hurt if your operators could actually stop a train where it was supposed to stop at a platform without multiple attempts or knew how to use the in car announcement system or when it wasn't working, instead of try to offer those comically bad garbled announcements.

I have no idea what you hope to learn from your online survey about the Proposed New Metrorail Hours of Operation. It is a really poorly designed survey and my guess is that you won't get much useful information out of it.

Felix Reichling

Of the four options WMATA has proposed, Option #2 is least objectionable and Option #1 is barely minimalist, whereas Options #3 and #4 are unacceptable. For me Option #4 means that I cannot get to church in Bethesda from where I live in Alexandria and Option #3 forces me to attend the late service even though the church function I perform benefits from my sometimes attending the early service. The public has a general need for morning Metrorail on weekends, whereas only the nightlife industry has a special need for late-night service. If the politicians (many of whom have some responsibility for getting WMATA into its current bind) go w/ the special interest of nightlife industry over the public's general interest, it will persuade folks like me to demand a complete federal takeover of WMATA's operations.

WMATA has proposed four options, but to some extent these four options "stack the deck". WMATA should revert to the level of service and hours in 1998 when it had sufficient time during the night to maintain the system in a state of good repair. From the very beginning, we few *voces in deserto* warned that expanding

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service after mid-night on weekends and earlier during weekday mornings would crimp WMATA's maintenance. WMATA has learned this the hard way, nearly two decades in; these service expansions produced the proverbial "death of a thousand cuts" which even the draconian "SafeTrack" maintenance surge may not be sufficient to overcome. For years running, but not recently, WMATA would win the American Public Transit Association's top award. WMATA now ranks near the worst, for example, for employee and passenger fatalities. WMATA sacrificed its honored place among transit systems on the altar of its boardmembers' collective fidelity to the nightlife industry.

The nightlife industry most affected by WMATA's various proposals to shorten/eliminate late-night service is motivated to speak. That industry, which contributes heavily to elected officials' campaigns, is opposed to discontinuing late-night weekend service. But elected officials' willingness to cater to the nightlife industry by expanding service hours is what broke Metrorail's ability to function in the first place (or, more precisely, was one of the key decisions which led to the decline of maintenance which got WMATA into the current predicament). Another is the decision to open at 5am weekdays instead of 5:30am. WMATA cannot be everything to everyone and serve every special interest's transportation needs. A wide range of the general public needs WMATA service Saturday and Sunday mornings, whereas primarily the nightlife industry needs WMATA service after midnight.

Respectfully submitted, Dino Drudi

To whom it may concern:

I write to register my opposition to the proposed permanent late night service cuts. Metro seems determined to roll back the clock and try and recapture an era in which the District of Columbia was a workday destination for government employees from the suburbs. The city has changed since the 1970s and late-night service has helped make these changes possible. It is a dynamic, growing city and a destination not just for work during the day, but for workers and recreation after 5 pm. Please restore late-night service on Fridays and Saturdays.

Andrew Sackett

Dear WMATA Board members,

We should emulate what San Francisco does with BART. That is a system that operates well so the riders use it. The coast to ride are much cheaper than ours.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board

1. The extension is only for 12 months and must be revisited at the end of that time
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Gordon Harris

To the General Manager and Directors of the Washington Metropolitan Area Transit Authority:

As a member of the Cathedral of St. Matthew the Apostle parish choir, I am writing to urge you not to accept proposal #4 for the adjustment to Metro's operating hours. Like so many other choir members and parishioners, I often rely upon metro's Sunday morning service to get to and from St. Matthew's for Sunday morning Masses. As someone who has made a conscious decision not to own a car and a regular metro customer, implementing the proposed changes to Sunday morning service would directly impact my commute. It would also have an extremely detrimental impact on the ability of hundreds of parishioners to worship at the Cathedral on Sunday mornings and thus on our spiritual community at large.

I am cognizant of the difficulties faced by WMATA in scheduling sufficient time for maintenance, and grateful for your ongoing efforts to ensure the safety and reliability of our public transportation system. It is because of Metro that I am able to live a more sustainable lifestyle and, in some small way, attempt to contribute to our greater DC community by reducing my own carbon footprint and congestion within the city. As Pope Francis has said, "A Christian who doesn't

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safeguard creation, who doesn't make it flourish, is a Christian who isn't concerned with God's work, that work born of God's love for us." I am grateful to the Metro for allowing Catholics to live out this principle of our faith by providing a more environmentally-friendly mode of transportation with which we can attend Sunday morning worship services every week. I believe that this win-win situation can be maintained while still allowing WMATA to conduct the necessary maintenance by implementing one of the other proposals, proposals 1-3.

Thank you once again for your continued work to improve our Metro system, and for your consideration.

Sincerely, Ann O'Rourke

Dear Metro,

I am writing to provide feedback on current proposals for reducing service hours during late nights and weekends.

I have worked East of the River for 13 years and lived East of the River for 8. Currently, I direct the Skyland Workforce Center, a collaborative of 5 nonprofits that address various aspects of workforce development. We sit on the border of Wards 7 and 8, where unemployment remains in double digits. At a recent meeting, staff identified transportation as the greatest barrier to employment. The primary reason is that it takes too long to get to work from neighborhoods with insufficient bus service (especially during SafeTrack).

Many people who come to Skyland have worked in hospitality, security, or construction – fields that have been identified by the District as high-growth sectors with low barriers to entry. These jobs are generally accessible to residents with relatively low levels of education. However, they rely heavily on a labor force working late night, overnight, and early morning shifts. Every day, I see DC residents miss out on service jobs because the commute can take 3-4 hours roundtrip. Others miss out on construction jobs because they can't reach the worksites by 6:00 AM.

Cutting early morning and late night Metro hours will further reduce employment prospects. What will happen if my neighbors have to choose between a \$20-25 Uber, Lyft, or cab ride (typical fare from my Ward 7 home to nightlife jobs in Adams Morgan or U Street) or waiting outside late at night for a bus to take them to another bus, and potentially to a third or fourth bus, to get home from work? Who will care for their children while they travel? Who will feed their children when they are unable to keep those jobs?

Who will take their places in the workplace? People who have the financial resources for a car. Statistically, that means fewer District residents working for District employers, higher unemployment in my neighborhood, and more traffic on our roads. There must be solutions that don't place disproportionate burden on the residents who rely on Metro not just to come in from the suburbs for entertainment or 9:00-5:00 jobs but to get to and from service-sector work, care for their families, attend religious services, and generally participate in community life.

Finally, I must point out that of the 40 public outreach events listed on Metro's website, only three were East of the River. All three were in the morning, all but guaranteeing that Metro would not reach people coming home from late-night shifts. Furthermore, none of the events were held in Ward 7. It's an insult to tens of thousands of DC residents who are already underserved by Metro and who will be impacted the most by the proposals. Metro must take action to engage with my neighbors before making changes that could be devastating to their families.

Thank you, Noel M. Tieszen, M.Ed.

Proposal #3

Dear Metro:

I am very flexible, assuming that the hours you propose are the hours one must enter the system by, not the exit hours. I would like for the system to open earlier than 9 on Saturdays, but the most important thing is that maintenance staff have the blocks of time to do what they need to do in order to keep the system running will.

I think you might find that employers may adjust work shifts to accommodate their employees, to the extent that this is possible. It might be useful to solicit feedback from them at this stage, if you haven't already done so.

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My need for late hour public transportation revolves around the need to get home from the Kennedy Center and the like J I know that is not the same as someone who needs to get to or from their job. I would expect that most theaters could move the start of performances up by 30-60 minutes and solve transportation problems for many people. Your survey did not distinguish between the need to get home from the Kennedy Center and the need to get to or from a job.

Thank you. Mina Hohlen

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

As a dinner shift server I am already affected by metro stopping at midnight and am forced to spend more money on services like Uber because buses are not available/reliable late at night.

Thank you, Michael D. Hill

Dear WMATA Board members,

BOTTOM LINE: THE MORE YOU CUT TRANSIT, THE LESS PEOPLE WILL USE IT, AND IT WILL CURTAIN FUTURE USE OF TRANSIT.

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Matthew Harris

Hello,

Appendix A - Metrorail Operating Hours Written Testimony

I just wanted to write and support proposal #4.

While not having metro access on Sunday mornings could be inconvenient, my main concern is the number of people who are out late spending time with friends and family on Friday and Saturday nights. Often there is alcohol involved in these festivities whether it is at a bar, club, some type of festival, a friend's house, etc. I think having the metro close earlier (12 or 1am) would cause a significant number of people to choose to drive rather than use public transportation. I think the public health ramifications of more people driving while intoxicated is a very real worry if the metro is closed early on these typical 'party' days.

In the alternative, I would encourage metro to consider different track times for different metrorail lines. If certain lines or portions of the lines are used more frequently in the day versus late at night, it might be possible to arrange a more complicated schedule. I do realize that the complexity of having different lines or different parts of lines operate at different times could be confusing, but it should still be considered if it hasn't already.

Thank you, John Torcivia-Rodriguez, Esq.

I would like to register that I am absolutely against Metro's short-sighted proposal for unequal off-rush hour access to metro stations.

I think this proposal runs counter to the purpose of Metro and would only further to reduce ridership in the long term. It would serve also to geographically segregate our wider Metro community and disproportionately impact low-income areas and people of color, who rely more on metro. Metro should be an egalitarian transit system, permitting people to use affordable and reliable transit to improve their lives by reaching better jobs and enjoying the city. Shutting out a significant percentage of people from this possibility, for most of the day would only serve to widen the inequalities in this metro area. The goal in these lesser used stations should be to increase ridership, not punish these communities by arbitrarily shutting them out of the transit system for most of the day. Lastly, it is precisely in these lesser used stations where often growing affordable housing opportunities exist and providing unequal access to the station would only serve to reduce long-term ridership growth.

Joey Hipolito

Hi,

I reviewed the WMATA budget proposal and I want to voice my strong disapproval of the plan to shut stations during non-peak hours. I live near one of those stations, Stadium Armory, and rely heavily on metro during non-peak hours. I would much rather that wmata raise rates, reduce the number of trains, or remove staff from stations before shutting down the station entirely and leaving me with no options for public transit.

John

My wife and I do not own cars. We are reliant exclusively on public transportation options, including WMATA.

I am writing to comment on the four proposed times.

The only one I don't like is option four.

It would block our ability to take early Sunday morning flights.

Hinders our ability to attend church.

Hinders our ability to have brunch with friends in Sunday mornings.

Hinders our ability to go fellowship with family and friends at Redskins tailgates, which becomes an all day affair.

And I believe that we are normal. We don't represent any abstract and atypical user of your services.

Option four would likely serve the greatest inconvenience to so many businesses who rely on Sunday morning traffic.

Thanks for listening.

Dear Metro:

The proposed closer of Forest Glen Metro Station and other stations during off-peak and weekend hours has been floated as one proposal for dealing with Metro's problems. I am writing to oppose this idea. People in the DC metropolitan area have organized their lives around Metro and don't just use Metro to get to and from work. Closing stations would be a huge disruption and would likely force many people to move. For example, I don't own a car and bought my

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house within biking distance of Forest Glen Metro precisely so that I could maintain mobility and have access to the surrounding area at all times. I understand that Metro needs to cut costs but closing stations for long periods of time is the wrong way to do it. It would simply disrupt too many lives. Please reconsider. Charlotte Stichter

The survey question asking about 4 different schedule setups is worded extremely unclearly. It should be stated explicitly what the selected schedule is supposed to represent.

Hi,

I'm a person that is middle-class and white. I work at federal government and I don't use Metro to ride to work on a daily basis. I use vanpool because Metro would take 2 hours each way and involve multiple trains and buses.

I use Metro to go to the airports (National and BWI), downtown to the Kennedy Center, to the Smithsonian/National Mall, and to other events and restaurants throughout the system. I've taken the system to Oldtown Alexandria and to work meetings that were held in College Park, MD and other locations in Maryland. Metro is really essential to me to go downtown or to the airports. Without it, I would not be likely to go downtown at all because of parking. When I have to go to the airports, if Metro is not available it is very inconvenient, but since I take early morning flights quite often Metro is not available to me for those flights.

I think that Metro needs to put in the appropriate amount of maintenance time to provide a safe system.

In the past few years, even just since I arrived in 2011, the emphasis was on expanding the system.

We see where that got us. Nobody needs to re-iterate all of the problems.

The Metro people need to find a balance where they can get the maintenance done that they need to do. This is not happening now.

This is all founded on the premise that they will do a quality job during the maintenance hours that they have available. If those hours are wasted, then it all falls apart.

Metro has one chance to prove to the D.C. Metro area that they deserve our continued faith and support. Otherwise, the system will continue to deteriorate, lose ridership, and eventually become unusable. As that occurs people will seek alternatives and the system will only be used by people who are desperate and have no other solution. At that point, financially it will not be sustainable.

I've lived in cities (Memphis, TN) where the transportation system was so poor that only the poorest of the poor availed themselves of it. It is so dangerous, dirty, and time-consuming that nobody in their right mind would take it, and it was not something that would get a person to their job on time. I biked 16 miles rather than take it. Metro I'm sure does not want that to happen here. They should take this one opportunity to prove to us that they can do a Class A job of getting the maintenance issues solved and running the trains on time.

If that means they need to close some stations or decrease service hours, or delay expanding the system, then it must be so. There is no good alternative for this; everybody must take a hit. The closings and abbreviated service hours should affect everyone equally, rather than be concentrated in poorer neighborhoods or non-white areas.

Good luck! Lynn

All the proposals are bad and time constricting to the customers. There are day time employees that have to get to work by 7 am. Some live in the first station and travel to the last station. There are night time employees with various working hours that go all the way up to midnight and they have to hail a cab more than hailing a metrorail now. Then there are all the special events and you're stranding up to 50,000 customers. Keeping in mind that DC is in major gridlock several times a day.

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A (24 hour metro rail) with single tracking on maintenance times (7 pm to 5 am) would be a better proposal. That way all the customers can make it to work and make it to home.

Thank you for the survey. I didn't see a place to provide feedback on the survey tool, otherwise I would have written on the survey.

Although I don't take metro as much as I used to, I still think it is wise to open early on the weekend to accommodate travelers and visitors. It is great if a metro bus is provided at the stations to accommodate those late hours of not running.

Why not consider Proposal #5? It's still open late Friday and Saturday night but close at 2 instead of 3 and open at 7 on Sunday morning like it is now.

	CURRENT Schedule	Proposal #5
Monday- Thursday	5:00 a.m.- midnight	5:00 a.m.- midnight
Friday	5:00 a.m.- midnight	5:00 a.m.- 2:00 a.m.
Saturday	7:00 a.m.- midnight	7:00 a.m.- 2:00 a.m.
Sunday	7:00 a.m.- midnight	7:00 a.m.- midnight

My name is Logan Bartholomew. I live in Florida, but regularly use Metrorail to the point that I went through the procedure to get a disability-fare SmarTrip card.

What is being done to reduce the overall amount of maintenance that is actually needed? Considering that the Metrorail system has been built out over the course of a few decades, it's probably time to replace older components with newer ones that are maintenance-minimal or maintenance-free. For example, can LED lighting start to replace the platform-side warning lights, the tunnel-safety lights, etc.? Are stronger, better, and/or more modern materials being used in leak mitigation, rail physical plant, train cars, etc.?

By way of explanation, my family has a house in Maine, parts of which date back to before the Civil War. As we're doing repairs and upgrades on it, we're trying to reduce the amount of ongoing maintenance the house needs since it's just a summer home. We're using engineered wood to replace the deck instead of natural wood planks. We're using a more resilient siding than wood shingles. We're regretting not investing in a frost-free chest freezer.

By reducing the overall N of maintenance that needs to be done, perhaps WMATA can find a way to appease several stakeholders at once: passengers can keep more revenue service hours, WMATA saves money in the long run, and the federal government sees a safer, more modern system with fewer breakdowns and safety violations.

Good morning, please consider keeping Metrorail open later on the weekends. DC is too big of a city for the subway to be closed at midnight on the weekends. I think noon is a little late to open on Sunday so here is my suggestion. Close Monday thru Wednesday at 11pm and open on Sundays at 9am. We have got to get this fixed because the city truly needs round the clock service. Reach out to NYC and see how they keep up with their maintenance. Thanks for hearing me :)

My name is Justino Gomez and I am a member of SEIU Local 32BJ.

I live in Hyattsville, Maryland and I work part-time as a janitor at the World Bank here in DC. I ride the metro from PG Plaza to Farragut West to get to my job.

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If the hours of service of the metro are cut, it will be a disaster for service workers. That's why I am asking you to return the metro schedule to how it was before the repairs started.

I work Monday thru Friday, from 6:30 pm – 11:30 pm. I'm asking you to keep the previous metro schedule, but if that's not possible the only option that I can support is proposal 1 which closes at midnight on weekdays. Even so, I'd need to rush to get to the metro before it closes.

If the metro closes before midnight, I'd have to take a taxi which costs about \$35 to get home. I don't know of any buses that go from Farragut West to PG Plaza at this time of night.

I already find it difficult to pay my bills and worry at the beginning of every month when the bills arrive. Sometimes I'm late with my credit card bills which causes me to fall further behind on payments. Even now, paying metro is even expensive - it's gone up and up.

And these service cuts would really affect me. I wouldn't be able to pay my phone or electricity bill. It would be really hard to send my daughter money so she can keep studying at the university in El Salvador.

Please be careful with our schedules so that we can get home safe and sound. I as well as other people will pay more to be able to get home if the metro isn't running.

I'm asking you to close the metros at 12 midnight at the earliest, not before that, so that when us cleaning workers get to the metro station we won't be faced with the fact that there is no metro service. All I have is this part-time job, so for me it's not possible to pay this extra cost.

Thank you.

Mi nombre es Justino Gomez y soy miembro de SEIU local 32BJ. Yo vivo en Hyattsville, Maryland y trabajo part-time como janitor en el Banco Mundial aquí en DC. Para llegar al trabajo yo viajo en metro desde PG Plaza hasta Farragut West. Si cortan horas de servicio en el metro, va a ser un desastre para los trabajadores de servicio. Por esta razón, les pido que regrese el horario a lo que era antes de que empezaran a hacer los arreglos al metro. Yo trabajo lunes a viernes de las 6:30 de la tarde hasta las 11:30 de la noche. Les pido que mantengan el horario anterior, pero si no es posible, la única opción que puedo apoyar es la propuesta 1 porque cierre a las 12 los días de semana. Aun asi, tendría que apurarme para llegar al metro antes de que cierre. Si el metro cierra antes de la media noche, tendría que tomar un taxi que cuesta un promedio de \$35 para llegar a casa. No conozco ningún bus que corre de Farragut West a PG Plaza a esta hora. Ya es difícil pagar mis biles y yo me preocupo al principio del mes cuando llegan. A veces no puedo pagar mi tarjeta de crédito y me atraso con los pagos. Pagar el pasaje en metro ya es caro, ha aumentado mucho. Y estos cortes de servicio me afectarían mucho. No podría pagar la luz o mi teléfono. Sería muy difícil enviar dinero a mi hija para que siga estudiando en la universidad en El Salvador. Por favor sea un poco más específico con nuestro horario para poder llegar a nuestros hogares sano y salvo. Tanto mi persona como otras personas pagaríamos más dinero para llegar a nuestras casas si no corre el metro. Por favor, no hagan cortes al sistema de metro. Les pido que cierren los metros a las 12 de la noche a lo más temprano, no antes, para que al llegar al estación de metro no haya sorpresa que ya no hay servicio para las personas que trabajan en servicios de limpieza. Yo solo cuento con un part-time, es todo lo que tengo, pues para mí, no es posible pagar este otro gasto. Emma Cleveland

I am a physician-scientist at NIH & commute 6-7 days a week from Grosvenor to Medical Center. I used to commute from NOMA to Medical Center. I'm bringing out a point that is relevant to all commuters, however.

The biggest hurdle with Metro changes is not necessarily the schedule – but unpredictability. The WMATA timing app / overhead signs cannot be trusted if a wait time >15 mins is reported, or if single tracking is going on. For Ride-On, the estimate times are also off. A few minutes can make a big difference for people (this is actually more true of hourly employees than professionals).

Simply improving predictability and accuracy of reporting will go a long way to relieving the frustration, anxiety, difficulty associated with Safe-Track. Everyone understands it's necessary, but good real-time communication is important.

Thank you, Rahul Dave, MD, PhD

My view is option #3 from what I see

Late hours friday and saturday and weekdays relitively late.

Cordially, Ken Sosne

I am a Special Events Metro user, so prefer Proposal #1

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Thank you. Brightwell, Angelica
Hi there, I just took the survey and had to note that I didn't take the train early on the weekend during the past week but I do sometimes leave quite early on Saturday and very much appreciate the option... Proposal 2 Preferred Thank you! Appreciate you all!
Proposal # 3 gets my vote. I think it's important to give weekend party-goers a non driving option to get home to prevent drunk driving. Kathy Carney Katherine Carney, RN Research Nurse National Heart Lung and Blood Institute of the NIH
As a daily commuter who relies on the Silver line to get to work, recent experience has demonstrated the inability of the WMATA organization to make improvements which will turn the service around. Emergency track repairs over sections of track that were recently repaired are the norm and not the exception. How can more maintenance track time resolve which I see is a lack of expertise to perform repairs correctly the first time. So the plan to reduce service and increase fares will only drive those who use the service away and what will happen to WMATA then? When there is no more blood to squeeze, what are your plans? Increasing fares and or reducing service to make up for overpaid staff, lavish fringe benefits and mismanaged operating costs does not make for a properly managed organization. I am against any reduction in service or fare increases. Change the culture. Kenneth Asbury
Proposal #5 5:00 a.m.-11:00 p.m. – Monday - Thursday 5:00 a.m.-12:00 a.m. Friday 7:00 a.m.-1:00 am Saturday 7:00am-11:30pm Sunday Best Regards, KAREN Breeden
I prefer proposal #3 or #4. It's nice to have the metro open until at least 1am on Friday. Henry, Laurell
Dear Wmata: I ride metro regularly to commute to work, and often use either metro trains or buses to get around town the rest of the time. There is nothing that my 2 year old son likes more than riding the bus or train. I appreciate the hard work you are doing to improve safety and reliability on metro. When determining how to maintain metro's safety, I strongly urge you to consider the impact that proposed closures would have on low income communities and communities of color. I recently read that one of the proposals would close little used stations during off peak hours. It appears likely that doing so would most impact low income or otherwise marginalized communities. The same may be true for changing late night service hours. I urge that such changes be a last resort, and that any inconvenience be more equitably shared around the region. Best regards, Robin Thurston
Please do not employ proposal #4 as it will impact my ability to attend church. All the other 3 proposals work for my work, worship, and wonderment (entertainment). Thanks for asking. regards, willy William J. Wolter NoMa resident and Red Line user for church on Sunday

Appendix A - Metrorail Operating Hours Written Testimony

Good afternoon

I ride the metro everyday. I think Proposal # 4

But on Sunday from 7 am to 11 pm.

Geneva F Shanahan

Dear WMATA,

I am strongly in favor of NOT reducing the hours Metro operates. Metro is a lifeline to so many people, and reducing hours would severely harm the livelihoods of those least able to afford to handle these changes. Many people would be harmed by Metro reductions -- but it's not simply that there are people who would be harmed by these reductions; it's that the people harmed are those least able to deal with the reductions: the working poor.

Metro is a public service. It may not (always) make money. But that's not it's ultimate purpose. Its purpose is to provide a service to the public: a reliable and safe mode of transport when the public needs it. Its mission statement includes "enhancing mobility" and "improving the quality of life". It is impossible to do either when Metro is closed. Reducing the hours would be going in the absolute wrong direction.

thank you for your consideration, Will Durbin

Hit up the government for the money that's needed for maintenance and to help cover the daily costs of the system, Raising fares and parking (!) isn't doing the job and only makes Metro look weaker. The Capital's bus and rail systems should be the best in the nation if not the world, and instead we get service cuts, delays, outages and continuous safety issues.

I've watched this system go from being fast, cheap, widespread and reliable in 1988 to now starring as a front page PR disaster. All because of funding. This is DC, get the damn money!

Get the Feds to pay for creating the showcase transit system they want AND USE, and quick dumping the problem on WMATA's riders. Gene Tallarico, Silver Spring

I sure wish WMATA would allow bikes on trains during rush hour. It seems like an easy way to boost ridership at little to no cost. As you should be aware, people often don't ride public transportation because of the first mile / last mile problem. Allowing bikes on the train helps solve that problem.

Thanks, Bob

Good afternoon:

I have seen the four proposed Metrorail operating times and I think there should be a fifth option that is much like Option #4, but opens at 9:00AM on Sundays. I hope you take this into consideration.

Thank you, Kamilah E. Scott

IN RESPONSE TO THE REQUEST BELOW, I THINK PROPOSAL #3 WILL BE THE MOST REASONABLE.

THANKS Elangue, Danielle

Dear WMATA,

I am writing regarding your proposed changes to Metro service hours. I live in a residential part of Silver Spring and I am a daily Metrobus user. I also use Metrorail regularly on evenings and weekends to access restaurants, museums, and other entertainment in central DC and to travel to Reagan National Airport. Closing of Metrorail before midnight on nights and weekends would be an inconvenience to me, and would likely result in my making fewer trips into the district and spending less money on DC businesses.

My nearest metro station is Forest Glen, which is the only station within easy biking or walking distance from my home. I would beg that this station, as well as other low ridership, more residential, stations, be kept open for the same hours as higher ridership stations.

I am also concerned about the impact of limiting Metrorail hours on those who do not work a regular 9 to 5 schedule. Many service industry workers, hospital staff, and others need to commute late in the night or early in the morning. Many of these workers may not have ready access to a private vehicle or the finances to take frequent taxi trips. Biking/sidewalk infrastructure in our area, particularly in lower density areas, is often not adequate or safe for cycling or walking. If Metrorail service is to be limited, efficient bus service paralleling rail lines as closely as possible should be provided as an alternate. Ideally, these buses should run all night, so that we have a 24 hour transit service.

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As you can see, I am a passionate supporter of mass transit. I moved to this region a few years ago, and the availability and efficiency of transit service, relative to many parts of this country, was a huge attraction. I hope that Metro rail and bus service will continue to get better in the years to come. I wish you the best. Cheers, Sanjida Rangwala
Simply put, all of them are terrible. The 4 new Operating hour proposals If at all possible, keep the current schedule. While it's not great, as in, Sunday morning are now made impossible to be places early anymore, it's still better than ANY of the 4 new proposals. Sincerely yours, Giselle Hersh
Dear sir or madam, I have been a resident of the Northern Virginia, DC, Maryland area since 2011. Metrorail is currently and has been my only form of transportation ever since. Currently, I commute from Northern Virginia to Bethesda everyday as I work in Bethesda at NIH. I enjoy the commute because riding the yellow takes me past some beautiful monuments. Unfortunately, due to the continued unreliability of metrorail, I may be forced to purchase an automobile which would be an absolute hassle during rush hour periods. I have also always said that we live in a part of the country that services more 6,000,000 residents according to the 2014 census. We live in the capital of the free world. With a population of this size (not including the annual tourists that visit DC) metrorail should be able operate 24 hours a day to accommodate the size of this activity. Thank you for your time, and I hope you can take my response into account. Sincerely, Daily Metro Rider
I have been riding metro pretty much all my life and have never experienced things that I am experiencing now. There are constant fair increases that do not result in better service. On a daily bases we have to deal with rowdy school kids who have no regard for others with loud talking and explicit language, throwing objects at riders, or them running up and down carts creating an hostile environment. I have witnessed a rider be assaulted by a group of teenagers. If its not either of those issues it is metro coming up with plans such as removing parking lot or garages to accommodate other development projects in area's. There is currently a few plans being entertained to remove Capitol Heights subway station parking to possibly build housing or shops in its place. That would be a HUGE inconvenience to those who rely heavily on metro for the source of transportation to work. I see the need to build communities up but I do not believe that removing parking from the metro is the way to go. To me I feel metro is more about making money rather than providing quality service to its loyal and dedicated riders. Outside of some of these major issues in my opinion I think Metro can be a good thing. It has been in the past and I would like to see it return back to that place without taking away major functions that supports its many of riders. Tamika Williams
To Whom It May Concern: I understand the need to change the schedule to build in more maintenance time. I am worried that the methods of soliciting feedback will overemphasize those with professional jobs who use computers/have easy internet access and not sufficiently consider the voice of the most vulnerable--those who depend on metro to get to their blue collar jobs and do not have other transportation alternatives (like a car or being able to pay for a taxi). While on one hand, being a major metropolitan area with a vibrant nightlife, the idea of shutting down at midnight on the weekends seems ridiculous (and possibly dangerous if adding to the number of drunk drivers on the road), the idea of stranding blue collar workers depending on metro to get to their jobs on the weekend mornings is worse. The drunk people going out on the weekends can usually afford a cab if they can afford to go out. With that in mind, Proposal # 1 seems to make the most sense to me. I think it's easier and more logical to have opening/closing times as consistent as possible (hence midnight closings every night except Sunday). I see that there are proposed changes to the bus service. Particularly the weekend/holiday bus schedule--needs to be augmented to make buses a less painful way to commute on weekends/holidays, when they currently run infrequently.

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It would be good to have some additional all-night parking garages to handle the people driving into downtown on the weekends if the metro will be closing early. Maybe the garages could even be in a slightly remote area with a shuttle running all night to bring people between the nightlife neighborhoods and the parking garage.

Sincerely, Christine Piggee

Thank you for providing the opportunity to provide feedback on the proposed schedule changes to Metrorail.

I am a federal employee who lives on the outskirts of the Green Line and uses Metrobus and Metrorail to get to my office downtown three days a week. My husband and I often ride Metro in the evening, but not more than twice a week.

I'm writing to ask you to give greater weight to the needs of the working poor who depend on our public transportation system to get to their jobs. Many of these people work in service industry jobs that do not end until the wee hours of the morning and who essentially switch with the morning crew just a few hours later.

Folks who make over \$50,000 each year do not need to depend on the Metro system like those who make less than that. (Thank you for including that data point in your online survey.) I strongly believe that Metro has a moral obligation to the working poor, and the people doing the jobs that no one else will do. These jobs invariably do not have 9 to 5 hours, Monday through Friday.

Every time someone who doesn't make a lot of money has to pay for a cab, an Uber, or pitch in for gas because they missed their bus because their supervisor has a car and doesn't understand what it's like to live in this area without a car, you're making people poorer. This region needs better infrastructure and support for poor people and I hope that you take that into account when adjusting the Metro schedule to accommodate the lifesaving maintenance program. Thank you.

Brooke Leggin

To whom it may concern,

Regarding the four propose service reductions. Please do not go forward with option #4. I rely upon metro to go to church service on Sunday mornings, and that change would affect me and my fellow congregants much more than option 1 or 2. While I do often stay out after midnight, UBER is more readily available in the evening for a ride. Please opt for either of the first two proposed times.

Thank you, Charles Gardner

= Proposal 5

Saturday and Sunday church services begin anywhere from 8am on....

Monday –Sunday should be open till midnight

Scatter shifts so more people can be employed working for metro with the longer hours.

Proposal #5

Monday-Thursday: 5:00 a.m.-midnight

Friday: 5:00 a.m.-3:00 a.m.

Saturday: 7:00 a.m.-3:00 a.m.

Sunday 7:00 a.m.-midnight

White, Cynthia (NIH/OD)

Good afternoon,

I cannot be present at the meeting but I find the request form Metro –and it's accommodations- reasonable. After looking at the options, the first one seems the best as it encompasses the most time for access to third shift users AND is easily remembered. I work first shift so it would not readily affect me. But, having worked a 3rd shift before, I know how hard transportation can be.

Kind regards, Chris Hoskins

Hello.

I use Metro and do appreciate the hard work and dedication of Metro employees I recently traveled to Tokyo and used the Tokyo subway system. The Tokyo system is a great model to follow. I suggest getting Tokyo subway managers to consult on Metro. Perhaps even get some Tokyo subway work crews to come to DC. Our country's capital system needs to compare more favorably.

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Sincerely, Dolores Beblo
I am mostly indifferent between Proposals 1-3 (although 1 is the easiest schedule to remember so that is an advantage), but I am definitely opposed to Proposal 4. It would make it impossible for anyone to use the Metro to get to church Sunday morning. In the past, I have used the metro to get to church Sunday mornings when I had no other source of transportation. Lee Anne Flagg, PhD
I would like to vote for Proposal #4. Best regards,-raj
Hello, Thank you for taking surveys of public opinion on the operating hours. I think that you should pick proposal #3. On weekends, I like to stay out later, and having the metro to take home at night is a good option to have. Thank you, Ellie Park
Good Afternoon, SafeTrack was supposed to be a temporary measure. The public is now being asked to approve additional, permanent, schedule changes. Additionally, the option of possibly taking a bus to replace the missing trains has been floated. However, the bus options for VA to DC and MD to DC are unclear. There are no clear options for those in Virginia to enter into DC. I noticed your online survey asks users to comment on the hours they currently use the system. This approach is fundamentally flawed. I have made several last night trips to DC from Arlington in the past 30 days. I knew that Metrorail is unreliable. I would also have to wait for a metrobus to transport me to the unreliable metrorail. The Metrorail would also close before I was done--effectively stranding me in DC without an option to return to Arlington. I made an educated decision to drive my personal automobile and drive into the city. The cost of parking was cheaper than cab or uber fare. I would have used Metrorail if it were available. Unfortunately it is not. During the weekend, I used to take public transportation into the city to visit museums. I stopped doing that once I realized the weekend trains were so far apart that in some cases there was only 1 or 2 per hour! Nothing in your published proposal addresses the frequency that trains would run under your new proposals. Riders could end up with reduced hours with the same frequency they tolerate today. I would have used Metrorail if it were dependable. Unfortunately it is not. The Metro is dark, poorly lit, and extremely dusty. You can taste the brake dust in the air when entering the platform. There is nothing mentioned about how, or if, you would work to improve the air quality and cleanliness of the system. I would use Metrorail more if it was clean. Unfortunately it is not. We are being asked to pay more for far less with no end to this austerity in sight. I do not support that we must have reduced service hours to maintain a working system. How do other countries with bigger systems and more frequent service stay in business if it's impossible? Given the lack of information to assuage these concerns, I have encouraged everyone I know in Arlington County to vote no for the WMATA budget on the November 8 ballot. There is no need to incur the bond expense only to have the service quality and quantity further reduced and rates increased. Regards, Dawna Quick
The purpose of metro is to provide reliable, fast and convenient transportation to the DMV area....Metro has been doing the opposite, especially around closing stations, slow trains- even during peak hours, HIGH FARES and awful customer service (especially from station managers). The new operating hours just put the icing on the cake. Due to these hours, many who do not work a custom 9-5, have part-time jobs, rely on metro for daycare/school etc., have really been affected. If there were other inexpensive alternatives to transportation, I'm sure Metro would suffer financially. Myaa Amoah
EVERY DAY this week (as with other weeks) there has been problems on the red line, adding tons of time to my already long commute. For example, we had to offload the train on Wednesday and WAIT EIGHTEEN LOUSY MINUTES FOR THE NEXT TRAIN TO SHADY GROVE!!!! I don't know what's wrong with this system, but it is the worst in the WORLD, and I have been all over the world. Delays, broken tracks, single tracking, off-loading because of disabled trains, disabled trains, doors closing before any commuters get on, doors closing ON PEOPLE, no air conditioning/heat, doors that won't close, announcements you can't understand, waiting for 20 minutes or more FOR the metro to arrive, waiting 20 minutes or more between stations or at stations, too many NO PASSENGER TRAINS, inaccurate electronic arrival times, dirty, smelly.

Appendix A - Metrorail Operating Hours Written Testimony

Today ALONE the commuters were UNABLE TO GET THROUGH THE SMART CARD EXIT TURNSTILES BECAUSE THE ELECTRONICS WERE NOT WORKING! EVEN THE STATION MANAGER COULDN'T FIX IT! IT TOOK 20 MINUTES FOR EVERYONE TO GET THROUGH! I was late to an incredibly important court litigation meeting, and when METRO COMMUTES AFFECT MY JOB THAT IS ABSOLUTELY DAMNED UNACCEPTABLE. PERIOD.

Not to mention the CONSTANT elevator outages and escalator outages. That is borderline negligence as I have severe asthma and cannot walk up the stairs if a stupid escalator is broken. It is so irritating that I want to take a hammer to them.

I know you won't care about these comments but you should. ONE HUNDRED PERCENT of commuters I have spoken with HATE THE METRO WITH A PASSION!! Safetrak obviously is NOT working-e.g. the derailed orange line train, broken tracks on the red line train, fires, dangerous conditions, electric outages, crashes, DEATHS, even on those LINES THAT SUPPOSEDLY HAVE ALREADY BEEN FIXED! SOMEONE ELSE IS GOING TO DIE BECAUSE OF METRO'S COMPLETE AND UTTER SHEER INCOMPETENCE!!!

I will never ride Metro at night because it takes too long to arrive and because I hate it so much and it is dangerous with scary people, but if you DON'T run it, MORE PEOPLE ARE GOING TO DIE FROM DRUNK DRIVING. Not everyone can afford taxis and ubers, you know. Kelly E. Connolly, Esq., M.S.

To Whom It May Concern,

Thank you for offering options and requesting feedback regarding the four proposed changed to operating hours for MetroRail. I would like to state my firm opinion that Proposal #1 or #3 are the best options. It is imperative that in a major city filled with tens of thousands of individuals who are attending various events that often extend past 11:00pm-12:00am at night provides adequate transportation options. Furthermore, as the nation's capitol, it is also extremely important to make sure that weekend hours are flexible and appealing to riders who may not live in the area and may be spending an entire weekend here without a car or other means of transportation.

As such, Proposal #4, which denies service until NOON (!) on Sundays, is frankly outrageous and unacceptable. I think it is important to give riders the chance to end an event around 11:30pm-12:00am and still make a metro before it closes at 1, while also giving them the opportunity to travel for an early morning event (such as a downtown race, church, etc.). Proposals #1 & #3 allow for such flexibility. Proposal #2 is not terrible, however, an 11:30pm M-Th closure combined with a midnight closure on F/Sat does not make for an ideal situation for riders who work late shifts, attend evening events such as sporting games, concerts, etc.

I am happy to discuss this matter further, if my opinion is desired. I am a 22 year-old Caucasian male earning under \$30K a year that uses both the MetroBus (J1/2/3) and MetroRail (Green/Red lines) systems every day of the week, so any decisions impacting the Metro system in any way/shape/form will impact my life and daily commute drastically.

Thank you very much for your time and consideration.

Best, Austin Boroshok, B.S.

Suggested hours:

Mon-Thursday: 5 am-11pm

Friday: 5 am-2am

Saturday: 7am-2am

Sunday: 7am-11pm

Need more "Express" buses that mimic the train routes during the closed hours that pick up/stop at the Metro stations during the off hours. I think extended hours on Friday/Saturday nights are critical as the "wee hours" of the weekend are when people are more likely to be intoxicated and need to have access to public transportation. Nicole Redmond, MD, PhD, MPH

Any mass transit system in any major metropolitan area that serves as little of its geographic areas as DC Metro does and operates such useless, abbreviated hours as the DC Metro does, isn't worth having. The DC Metro costs way too much and provides marginal service due to decades of mismanagement, overpaying unqualified, corrupt upper management and general lack of ability to perform simple, routine maintenance.

Appendix A - Metrorail Operating Hours Written Testimony

Why does a ride on the New York City subway cost only \$2.50 from any point to any point, and DC Metro can't do that? You don't offer unlimited, monthly commuter passes, you don't offer tourists unlimited weekend passes. The entire system has no ability to run express trains and never will due to its single-track construction. This system was obsolete the day it opened.

Your answer is to offer even LESS service and charge MORE money. My 5 year old is sophisticated enough to know that isn't going to work.

You need to get MORE people riding the train MORE hours of the day in order to make the system economical. You'll never get that by cutting service and raising process. It's already cheaper for me to drive my car into the city from Maryland than to pay the fare for my family of three. Raising rates sure as hell isn't going to entice me to ride more often.

John Sakowski

I agree with Proposal #1. Maria Proctor

Looking at the proposals, the only difference is a half hour on the closing time between proposals which I don't believe is that significant. Closing at midnight on Fridays and Saturdays is too early for riders who go to clubs and bars down town and either would make traffic bad at night with Ubers and cabs or even worse with intoxicated drivers so while I think earlier starting times would be convenient for riders on Saturdays and Sundays, I think it does not outweigh that issue. I think that noon on Sundays is too late for people who rely on trains for travel. By default, I would vote for proposal 3. While most bars and clubs are open until 2, people relying on metro would have leave a bit earlier and riders would also not have as early access on Saturday and Sundays.

I would also like to comment that I am always surprised at the continual problems and inconveniences of our metro system when it appears less complex and moves far fewer people than other cities such as New York and Chicago. Are we learning anything from these other systems that seem much more dependable than ours?

Thanks for the opportunity to respond. Dennis.Trammell

Hi,

The choices seem missing the choice of "no-change/keep-it-as-it-is" which makes the survey incomplete.

Current options will mean you unilaterally changing to one of the options (given options), no matter what public deserves/expect/wants.

Thank you,

Mona Singh

Good afternoon:

I endorse Proposal #4. Proposal #3 is my second choice.

Thank you, Gary

I took your survey and was somewhat disappointed. I am a regular bus rider but do not regularly ride the rails. My wife and friends do make occasional trips to special events like the Kennedy Center, Warner Theater, National Christmas Tree, and Nationals Ballpark using Metro rail. It is important to us, and to these institutions, that Metro rail operating hours support their activities. If Metro rail hours do not allow us to attend events with a comfortable margin to make the last connection then we will cease attending night-time events in the district.

Brian Beard, PhD

I just took the survey on your website, but was unable to provide answers to most of the questions because you do not provide an option to oppose these changes.

I am a long-time DC resident and depend on metro to get around the city at all hours. I do not believe hours should be curtailed because Metro is so incompetent it can't schedule track maintenance appropriately. I would support more funding for the system, but Metro is already in a downward spiral and cutting hours would further exacerbate the issue.

-Dennis

Appendix A - Metrorail Operating Hours Written Testimony

Good morning,

As a regular Metro rider, and resident of Ward 6 and the NoMa neighborhood, I'd like to express my opposition to the proposed changes to the permanent operating hours of Metro. The proposals, all of which severely cut late night service, have an outsize impact to those who are least able to drive or find other means of commuting, such as late night service workers. It also impacts the appeal of living near Metro, partaking in late night entertainment options, and providing a safe means of getting home when intoxicated.

In addition, WMATA has failed to demonstrate that it can effectively utilize the maintenance hours it already has available, and in fact has been shown to waste maintenance time due to breakdowns in communication and coordination. (See this report about wasted time during a maintenance window on May 6th - <https://www.washingtonpost.com/news/dr-gridlock/wp/2016/10/05/this-one-incident-of-tremendous-waste-says-a-lot-about-whats-wrong-with-metro/>).

WMATA must demonstrate effective use of existing maintenance hours first. WMATA must also explain why it is unable to handle routine maintenance, post-SafeTrack, within the same time or less that other major transit systems use. I believe Metro riders largely understand the need and urgency of the SafeTrack initiative, and are therefore sympathetic to the cuts in late night hours during that program. However, making those cuts permanent when maintenance time is already being wasted is unjustified.

Thank you, Ryan Spengler

Dear Metro:

I'm sorry, but I don't like any of the four options you've offered for me to choose in your online survey. At a minimum, the survey should have an "Other" option - because, without it, you're forcing us to agree with you. Which I do not.

Put simply: We need late-night Metro service to get around. Not just buses - the subway.

Public transportation is the reason we live in the city without cars.

Please remember: You (public transportation) exist to serve us (the public, who pay for the service).

We don't exist to serve you. Nor is it our job to make your job convenient.

Yes, you need to find a way to ensure the system is safe for us after years of neglect.

BUT - closing early and opening late is NOT ACCEPTABLE. You'll be working on a public-transportation system that has lost its relevance for the people who use it.

We need more people to ride Metro, not less.

I would rather endure the ongoing inconvenience of SafeTrack than enduring any of the four options you've put forward.

I've lived in New York, and used its subway system. I've lived in Chicago and used its subway system.

You need to be more like them. Open early, open late AND safe. Mario Baldessari

I ride metro to commute to work and on weekends. It is ridiculous what we pay good money to ride and the system is totally unreliable. Your agency is totally corrupt. Hold your employees accountable, hold your managers accountable. I cannot tell you how many times I've seen station managers with their feet up- watching tv, sleeping, being rude, ignoring customers. On the flip side, I have also seen some very amazing station managers. It's hard to feel sorry that you can't get maintenance work done without cutting hours when a good percentage of your employees are worthless. We read over and over about the culture of metro and the "good 'ol boys" network and the cronyism that stinks up WMATA. If I don't do my job, I'm held accountable- do the same for your employees. People here in the DC metro area work hard for their money and want a reliable system- if your current employees cannot deliver that's not our problem to be inconvenienced with. Your 4 proposed service hour plans are UNACCEPTABLE. Get it together, WMATA, it's time to face the music. Kathleen Cox

To whom this may concern

I am writing to give my input on WMATA proposing to close earlier and operate lesser hrs. To be honest it's not a good idea to cut back service considering how vital Metro is to the DMV as a whole. Once Safetrack ends, it's better if Metro works on other ways to add in Maintenance such as shutting down certain portions of lines that need work done like other cities do rather than close the entire system early altogether. When I travel back home to DC it has been a worry that my greyhound won't make it back on time since the trains are now closing at midnight on the weekends. This can't be normal especially if DC expects to stay competitive with other big cities.

Please go back to the drawing board and come up with other ways to give Metro the maintenance it needs without putting the entire region on a curfew.

Appendix A - Metrorail Operating Hours Written Testimony

Y.M. I just wanted to voice my objection to proposal #4 which includes not opening the Metro until noon on Sundays; that's a big chunk of the weekend for a lot of people and it would have a deleterious effect on, for example, my ability to take my little girl to the zoo. I know a lot of my friends would like to be able to take the Metro to brunch which is a big part of the social life many people in this city, and I would imagine a great number of churchgoers would be affected too (but I don't know how many people take the Metro to church). I know something has to be cut but with only two days off a week, having the Metro not run until noon on one of them would be really crummy. Thank you! Best wishes, Lucy Wall
The survey you put on line was terrible. Your organization has a lot of audacity to think that there is only one way to go, the time schedules. Why don't you have the courage to ask for other suggestions. Your lack of asking for other suggestions shows two things 1) you have no regards for the public's ability to help resolve this problem, 2) You think you know everything. You don't!!!!!! Cecelia Miggins (Corrupt attachment)
Start cutting salaries and benefits. Renegotiate the union contracts. Get funding from Congress, MD, VA and DC. Start planning a four tracked system so that you can get the hours you need to provide maintenance AND provide the service your mission statement and purpose require you to provide the public. But do not permanently cut late night service. We are the capital of the United States. We demand 24 hour service for a 24 hour society. We're the capital of the free world, it's time our infrastructure start's acting like it. Jared Hautamaki
I am writing to comment on WMATA Docket B16-03, a proposal to change the operating hours for the Metrorail system. None of the four scenarios outlined in Docket B16-03 provide acceptable levels of service for a major global city such as Washington, DC. WMATA should not make a permanent change to Metrorail's operating hours. Instead of a permanent change, WMATA should continue with SafeTrack-style early closures and single tracking segments of the rail system as needed. WMATA should also put together a meaningful proposal for an increase in late-night bus service beyond what is presented in Docket B16-03. (See Addendum) A permanent change in the hours of operation would send a disturbing signal to the region's businesses about Metro's reliability. Metro must be a reliable form of transportation and that reliability must extend beyond traditional rush hours. Late-night service is an integral part of the region's economy and way of life. Investments have been made to businesses on the promise of a reliable and efficient transit network beyond commuting hours. Late-night Metro service enables customers to travel to and from bars, restaurants, theaters, and the Verizon Center safely, efficiently and affordably. The service is essential to the many workers who form the backbone of Downtown's late-night economy: security guards, restaurant and hotel workers and maintenance staff. While the business community supports WMATA's efforts in rebuilding the Metro system, the DowntownDC Business Improvement District (BID) cannot support a permanent change in operating hours. Each of WMATA's peer rapid transit systems offers more hours of weekly service than Metro. WMATA's goal should be to offer more transit service to utilize the region's investment in Metrorail, not less. Sincerely, Neil O. Albert

Appendix A - Metrorail Operating Hours Written Testimony

President and Executive Director
Alex Block

Hello,

I think option 3 is sufficient to cover the majority of the ridership that uses metro rail. It doesn't make sense to keep the whole operation open for those few who want/need to stay out late--it doesn't make financial sense or operational sense. I never understood this was done.

The rail system is called "mass" transit to accommodate the masses, which is the majority of the customers. It's not meant to cater to everyone's individual schedule or to supplement other money-making businesses in the city whether a bar or a sports complex. There are alternative methods of transportation, for those who want to stay out later, like buses, taxi's, Uber, Lyft, personal cars, walking, car-pooling, bikes, etc. We have more transportation options than any other time in our history. Also, if people want to stay out late, they have the choice to make other arrangements or change their schedule to go home a bit earlier to take the train. Businesses can call a taxi for their late-working employees or pick up the tab by letting the employees expense it. Everyone still has choices. Metro shouldn't cater to those feelings of entitlement that some have; Metro should do what is best for a sound financial future and to have the safest operation possible.

Thank you for your time, Joanne Hatfield

I travel on the Silver line between Falls Church and Wehle Ave during the week. On weekends I usually take the yellow line from Crystal City into the District then all around the District. I actually live in S. Arlington where there is no direct access to metro rail.

I'm in favor of closing the metro at 11:30 during the week and 1:00 am on Friday and Saturday as a temporary fix. Once the Metro is fully operational the times should be revised especially on weekends. Weekend hours until 2/3 reduces the number of people driving while buzzed or fully drunk.

Thank you for the service you provide and your efforts at putting the maintenance schedule back on track.

Metrorail's service hours, whether in the context of a major track rebuilding program or simply in the context of me trying to live my daily life, have always been a problem for me. I do not consider my life to be terribly unusual: I live in DC and work in Arlington. I rely on Metro to get me to and from work, shopping, appointments, and train stations and airports, mostly. For my typical work trips, it is mostly fine.

However, like many people, I do sometimes need to work late. For me, this means attending meetings at night, often of the Arlington County Planning or Transportation Commission. These meetings will frequently finish very close to midnight, or just a bit afterward, too late for me to catch the last train. Also, I will sometimes fly or catch an early Amtrak train on Saturdays. These are situations, not infrequent, when the Metrorail service does not meet my needs. Therefore, when I see other cities such as London, actually extending its transport hours to meet the needs of the traveling citizens, I am heartened, but also puzzled as to why, instead of moving forward, the system in Washington seems to be moving irretrievably backward. It seems to me that a system such as Washington Metro should have daily hours of something like 5 am to 1 am. Every day. I was never in agreement with the 3 am closure on Friday and Saturday nights, because that seemed to be tipped too heavily for late night revelers. However, a daily closure of 1 am is more in line with the lifestyle that many people live on a daily basis, and is probably why the Seattle Link light rail system maintains daily hours of operation of 5 am to 1 am.

I moved to Washington in 2010. I have never known the DC Metro system to be operating without a host of problems and a seemingly interminable backlog of needed repairs. I hear that it was once a great and beautiful system. I do not know the depth and extent of its problems; I only know that, for a metropolitan area this size, with a large number of people who rely on Metro to meet their travel needs, it is a constant source of disappointment, frustration, stress, and anger.

As I have seen this metropolitan area grow and grow and grow, I see a subway system that seems to struggle to provide very basic levels of service, and seems to fall apart completely outside of commuting hours. I recognize that some major maintenance issues are being dealt with right now. This should be the time for management to use this opportunity to pivot towards a system that will rise to meet the growing demands of the region. Instead, it appears that management is using this occasion to shrink the system, lower expectations, and accustom riders to accept a diminished and inferior transit system. This is absolutely the wrong path for riders and for our region, and will, I fear, have negative impacts on our regional economy and transportation network.

I urge the Metro Board to use this time of SafeTrack to think big and bold, to reposition the DC Metro system to become a premier and innovative metropolitan rail system, and to provide the level and hours of service that a region of 6 million people deserves.

Thank you, Dennis M Sellin

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I have chosen option 1 because no early Sunday morning train service would remove any economical way to get to church from College Park near one end of the Green line to Largo Town Center at one end of the Blue line. The county bus provides an essential link during the week but does not operate week ends.

Richard Thimijan

Why does the train sit for so long at Vienna Metro Station during single tracking? You could vastly increase the volume of people moving if the train only stopped for a couple minutes. People avoid it because the workers say it'll be 20 minutes before it leaves again, which is the amount of time to complete a full rotation from Vienna to West Falls Church and back again. Probably half of the people taking the temporary shuttle bus service would take the train if they kept it moving. Of course there may be a reason for it to sit idle for 20 minutes every rotation, but if there is perhaps that reason should be advertised so it does not appear to be a management mistake. Troy

Dear Baltimoreinnerspace Team,

Hope you are doing well today.

We would like to have a discussion with you regarding the web promotion strategy for your website. We wish to work out a proposal to strengthen the online presence of your website, via, a strategically planned web promotion campaign. In today's online era, you should be focusing on the new revolutionary ways of generating traffic.

- ☐ We were curious to know if you were aware that are a few issues bugging your website. Sorting out these will help you get the best returns out of your website.
- ☐ Your website seems to be attracting traffic, but this traffic is almost stagnant and limited, which affects potential sales as you move forward.
- ☐ Your website doesn't feature in Google's first search page for some of the major keywords in your niche, which affects visibility.
- ☐ Your website has been diagnosed with coding issues, which affects ranking.
- ☐ Your back links profile is not efficient enough to help your search engine visibility.
- ☐ Your website is currently not being properly promoted online, which is affecting your marketing strategy and goals.
- ☐ Your presence in social media platform (Facebook, Twitter, etc.) is minimal. This is depriving you of a huge market of prospective referral clients. We excel in running promotional online marketing campaign for websites. We have a host of ethical services and techniques, which you can utilize to improve your website's performance. We would love to hear from you regarding any questions you might have. Please let us know if you wish to move further, so that we can schedule a meeting without disturbing your busy schedule.

Best Regards,
Donald Jackson

To Whom It May Concern,

I am a student in DC and chose this school because DC has a metro system. I use the metro extensively throughout the week and depend on it when I go out weekend nights (Friday and Saturday). I think it's vital to the continued prosperity of DC nightlife that you continue to operate late hours on weekends. I understand that concessions must be made in order to have the required metro maintenance. In that respect, I agree with the metro hours detailed in plan #4 (closing at 3am on Friday & Saturday nights but opening later Saturday & Sunday). I myself never wake up before 9am on Saturday mornings and attend church locally with the option of walking on Sundays. To that end, I think the plan that makes most sense would be plan #4. I thank you for your time in reading these emails and listening to our concerns as a customer. I can only hope that you truly act in the best interest of our wishes.

Thank you! Emmaris Soto

I think that all of your options stink. You cannot meet the goals you set for yourself with SafeTrack and normal service. How would you possibly meet the goals set in this new proposal?

There is no punishment for 40 minute gaps in trains now. I suspect the only people being punished are the train operators and not the management in WMATA.

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Sections of track that have already been "repaired" have catastrophic failures such as the orange line derailment. If you are going to continue to lower the bar for when you have to operate, I believe you will continue to find new reasons to reduce services and increase prices.

At this point it seems like you will only run trains during rush hour on weekdays when you make the most money on fare charges. Basically unless I have to get to work I avoid your services.

I would also LOVE to see a survey of how many WMATA employees actually ride trains or busses. Bet the number is well below the average for other companies or agencies in the DMV area.

Luke

Lower-wage service workers who fill evening shifts are disproportionately affected by Metro's proposed night closures: restaurant, bar, hotel, office-cleaner, entry-level public safety workers. Due to DC losing thousands of moderate housing units in the past decade of gentrification, none of these workers can afford to live within an hour's public-transit-commute of city jobs.

I write specifically on behalf of health care workers: nurses, nursing aides, personal-care aides. All the service professionals who staff our hospitals, nursing homes, assisted-living facilities, and provide home-health care to the most vulnerable of DC residents: senior citizens and disabled citizens. The 3pm-11pm shifts of health care workers are impossible for workers who usually face long and multiple-method public-transport commutes to get home to anywhere that they can afford to live. Ending their shifts early or orienting an entire profession's established shift schedules around artificial transit constraints is going to put vulnerable residents at risk of gaps in service coverage, or in the case of services provided in the home, less service altogether.

Please consider the needs of our city's service workers in your assessment of the "need" for late-night Metro service. It's not just entitled hipsters at bars that need public transit.

It is very important to have Metro running Sunday AM - Proposal #4 would be awful.

I believe the choices here are false choices. The complaint about the loss of 8 hours of maintenance time assumes that all other variables cannot be changed. The reality is that you can do more in the shorter maintenance time by hiring more workers to work during the closed hours or non-peak hours and acquiring more equipment to do so. Yes, this costs money for a cash-strapped system, but it would be partially offset by fares collected during the morning and evening hours that are preserved. In addition, it may help to turn around the tide of customers leaving the Metro system permanently, which will also increase revenue. If you shorten hours, you will continue to force customers to rely on alternative transportation options to get to their destination, which they ultimately may determine are preferable to the service that Metro hopes to once again be able to reliably provide.

As it is, I try not to use Metro on nights and weekends, because the less frequent service and frequent disruptions make it unreliable. If it became more consistent and reliable, I would use it again. With the Safe Track hours, even at times that I used to consider taking it, I avoid it altogether. That is revenue that you have lost and that you quite frankly need desperately.

Between the hours choices, I believe that it is critical for Metro to serve low-income employees who rely on it to get from their homes into their jobs in the city. Those that cannot afford Uber surge prices and cannot afford to add another hour to their commute. The proposed Safe Track hours make it difficult for these workers in the service industry to get home and make the system less useful for tourists and those going into the city at night. Thus, it is most important to reinstate late night hours until midnight Sunday to Thursday and 3 on Friday and Saturday. But the proposed morning solutions do not work either. Opening the system at noon means that workers cannot get to their lunchtime jobs reliably and that visitors and residents cannot use the Metro for Nats games and Redskins games, among other events that routinely take place in the early afternoon. At the worst, it should be 9 am on Saturday and 10 am on Sunday.

Sincerely,
Alexander Tuneski
Metro Rider
Arlington County resident

Appendix A - Metrorail Operating Hours Written Testimony

To whom it may concern,

I am writing to offer my comments about the proposal to modify Metrorail service hours (Docket B16-03). As a lifelong resident of the DC area who has used public transit on a regular basis, and as a professional transportation planner, I strongly support taking reasonable measures to bring Metrorail back to a state of good repair. The reality is that late night ridership on weekends is quite low and can probably be better served by buses than by rail. However, none of the four proposals being put forward by the general manager are really to my liking.

My preference is a modified version of Scenario A, where the system would remain on its current, "temporary" Safetrack schedule where the system opens at 5 AM weekdays and 7 AM weekends and closes at midnight each night. Transit is easiest to use when service runs on a consistent schedule. Having a different set of closing times on Sunday than the other days of the week is confusing. Additionally, while ridership might be lower on Sunday evenings than at other times, there are people arriving at transit hubs such as Union Station or National Airport who would arrive after 10 PM and be faced with no subway service, in addition to employees who may need to travel during those two hours. Although this would not create an additional 8 hours per week of time when the system is closed, the tradeoff would come with additional ease in using the system, a constant closing time across the week, and no significant impact to those using transit in the early morning or late evening hours on weekends.

Scenario D should be dead on arrival. Baltimore's light rail is considered practically useless on Sundays when it operates from 11 AM to 7 PM (though those hours are proposed to be expanded as part of the ongoing BaltimoreLink initiative). This proposal would put Metrorail in that category, which would be unfortunate (and that's an understatement).

Scenarios C and B are certainly preferable to scenario D, but these create the issue of a variety of opening and closing times across the days of the week, which is confusing to occasional and potential new riders.

In addition to permanently changing the Metrorail operating hours to allow for a wider maintenance window, more complete segment closures on weekends should be used in order to minimize single tracking. Single tracking, especially with the apparent disregard for any proven strategies used at other transit systems to mitigate the impacts across the length of the lines, is very disruptive to weekend and late evening travel. A review of best practices from other transit systems should be conducted in order to improve communication about planned changes as a result of trackwork and also to operate a more efficient, reliable service while trackwork is underway.

In terms of the late night bus proposal associated with this docket, I generally approve of the proposals. I read the Late Night Service Study when it came out and think that establishing a true network of 24 hour a day bus service on the busiest lines is a more effective way to move people around the region during the overnight hours.

Unfortunately, buses seem to be perceived negatively by some Metrorail riders, who will use a ridesharing service such as Uber or Lyft, a taxi, or drive themselves before setting foot on a bus. It may be worth considering branding the late night bus service differently than standard Metrobus service, especially in terms of route designations if the overnight routes vary significantly from their daytime counterparts.

I have some specific comments and concerns about some of the proposals for the late night bus network:

A2/A8/P6: Set up the schedule to permit interlining and no need to transfer at Anacostia, creating a one seat ride for those traveling between Southeast and downtown DC

L2: The nighttime proposal for this route creates an alignment that is very different than the standard L2 service that has terminated at Chevy Chase Circle since I started riding this route many years ago. Consider designating this service with a different designation (such as L6 unless all nighttime services receive special designations) or operate the route from Farragut Square to Chevy Chase Circle or Friendship Heights only. Then operate service along existing Ride On routes 34 and 46 from Friendship Heights to Rockville or Shady Grove as opposed to just ending the service at White Flint (or run select trips to White Flint to save

Appendix A - Metrorail Operating Hours Written Testimony

resources). If Ride On will not be operating this service, consider investigating an agreement with Ride On where the late night trips will be designated as 46, which results in the use of a constant designation at all hours of the day, but operated by Metrobus. Interline these services to create one seat rides as suggested elsewhere in my comments. It seems odd that after eliminating the 93, A42, A46, and A48 route designations in order to simplify the service patterns, the proposal for the L2 runs counter to that goal.

96: Terminate late night service at Duke Ellington Bridge instead of Tenleytown or McLean Gardens to save resources

D6: Terminate late night service in Georgetown instead of at Sibley Hospital to save resources

V4/X2: Set up the schedule to permit interlining and no need to transfer at Minnesota Avenue Station, creating a one seat ride for those traveling between Southeast and downtown DC

82/83: Use a different designation (such as 85) for the late night extension in to downtown, see the L2 comment for the rationale behind this suggestion

10A/10B/16E/13Y: Set up the schedule to permit interlining and no need to transfer at Pentagon, creating a one seat ride for those traveling between Virginia and downtown DC. Alternatively, create designations of these routes for nighttime service that will operate straight in to downtown DC and bypass the Pentagon Transit Center which has no nearby trip generators that need to be served in the overnight hours.

Thank you, in advance, for your consideration, Oren Hirsch

Hello. My name is Nathan Parker. I work at the Reagan Washington National Airport and as such my hours can fluctuate every 3 months due to shift bids. Due to current metro operational hours I cannot work the morning shift. If the operational hours are reduced in the evenings I will no longer be able to work the evening shift as well. There are many agents working this shift which ends at time between the hours of 10:45pm-3:00am. The later hours are on nights that have abnormal operations due to storms and flight cancellations. Though I speak for myself, I am certain that others agree in the thought that reducing hours within metro rail will impact far more than the "typical" rider.

I understand that the work MUST get done. I understand that it is not easy. My suggestion is this. Instead of spreading your repair force thinly throughout the system, concentrate on problem areas with the biggest risk, then go one station at a time. I feel like that would be a simple thing to do, BUT I am not within the metro system nor do I know it's inner workings.

Please take my words into mind when you have your next meetings concerning this issue. We all have to work together.

Thank you for your time and I pray for your continued health.

Dear Sir or Madam,

Greetings from Old Town, Alexandria, VA. I am rather upset about the proposals to permanently end late night service on weekends even after SafeTrack is complete. I simply cannot understand, in the world class metropolitan area that is Greater Washington, D.C. how this is even being considered. Having recently traveled to NYC, Chicago, San Francisco and Seattle, all of which have late night service, I can't fathom how wmata thinks the momentum the area has won't be impacted by this.

Even since SafeTrack, I have greatly reduced the late night meals, cocktails, late movies, theater, etc that I participate in, particularly in the District proper. I pay an obscene amount for rent in Alexandria and simply cannot afford an uber or taxi back home from NW DC. Nor can I afford the insane parking prices charged. A \$3ish dollar ride home on Metro and a short drive or walk home from the King Street Station to my apartment is much more reasonable and realistic. I implore you to please return the weekend late night service post SafeTrack. If not, I can honestly say that the permanent suspension of it will factor into whether or not I remain employed and reside in the DC area.

Please listen to the cries and pleas of those that live and work in the region and depend on the late night service. Just because you may not be using it, doesn't mean that your neighbor, friend, bartender, waitress, housekeeper, etc is not.

Sincerely,

Appendix A - Metrorail Operating Hours Written Testimony

Timothy M. McCue
To Whom It May Concern; I've lived, worked, and played in the District for over 11 years. These new proposed hours absolutely do not work for me. I am a shift worker at a restaurant and we often close after 1am - how will I get home safely to my destination without breaking the bank? Base wages for restaurant workers are under \$4/hr. We need Metro running later, and running earlier too. Please help! Thank you, Em F Morrison
To whom it may concern, I am writing as the CEO of St. Coletta of Greater Washington, a non-profit organization that provides education and training for students and adults with moderate to severe intellectual and physical disabilities. Our largest site, which is a school for 250 of the most needy children from the District of Columbia, is located at the Stadium Armory Metro at 1901 Independence Ave. SE. This site was specifically selected because of the close proximity to Metro. As part of our program we offer our students travel training, community integration experiences and job sampling. For all of these activities Metro is crucial. Closing this station except for peak hours would severely hamper our ability to give a quality educational experience to the District's neediest children. Travel training is something that has always been encouraged by Metro and we should be supported in our efforts not thwarted. Sincerely, Sharon B. Raimo
Hello, Since the implementation of SafeTrack, the people most impacted by the restrictions are the ones that can afford that inconvenience the least - people who work in the service industry and work "non-traditional" hours and people who can't afford to just call an Uber/Lyft/Taxi. However, there were immediate concerns about safety so I think people were more willing to accept this. Institutionalizing this disparity is unacceptable. Between the reduced hours at night, again impacting people working lower income jobs the most, and the suggestion to fully close stations during off peak hours that disproportionately impacts people of color, a whole new plan needs to be come up with. The metro needs to work for the people that live in DC, these proposals are not doing that. Julia Dieperink
Please consider "express" night buses that replicate the rail lines themselves, stopping ONLY at every metro rail station, with half hour headways, during the hours that the rail service is shut down. By the way, this should be all night long, not just until 1am or 3am. Perhaps from 2 to 5 am (7am weekends), however, headways could be one hour. The proposal to extend operating hours of existing bus lines, while good-intended, is not as attractive as running buses SPECIFICALLY to replace rail service during hours when rail service is not provided. Non-bus users, I fear, will find WMATA's proposal to simply extend the hours of existing bus service lines difficult to understand and unattractive. Non-bus users will more easily understand, and be attracted to, bus service that replicates the rail service they are used to. They will more easily understand, and accept, the RED bus than they will the 30, 32, 34, 36..... Larry Sternbane
Looked at options and densely they all stink - especially weekend hours - this is a joke as is metro - you should have t start at 5 on weekends and resume ending at 3 on sat sun - if u cut back hours at least lower fares on what is becoming the national joke

Appendix A - Metrorail Operating Hours Written Testimony

Hello,
I am a small business owner, and Bethesda, MD resident, I wanted to write to voice my frustration with what I've been reading about Metro's planned service changes lately.
It is my understanding that the Metro general manager is considering making the current 12am closure a permanent part of Metro's schedule. This is completely short sighted and will only further damage Metro's already tarnished reputation both locally and across the Country.
The nighttime economy is a vital part of the Washington DC area, you're essentially encouraging drinking and driving and making it harder for those people who work late at night in the City to get to their jobs.
This is a bad decision and you should be embarrassed with yourselves.

Regards, Matt McDonald

Hello,
I just took the hours survey as it relates to the four proposed models in consideration to increase the number of available hours per week given to Metro repairs/maintenance.
I picked number 4 because it is the one that will keep the metro open latest - which is really the defining factor in my involvement because many arts and music events in DC go until late - 2 or later in the morning.

If the proposal forces shuttle buses to operate instead of trains, then that would take what could normally already be an hour + train ride into at least an hour and a half or longer bus trip as MOST of these events will take place at locales closest to the red line.
But I live all the way out in Merrifield and DO NOT own a car. Cab fare is out of the question for that distance as is taking uber or lyft.
But it is not like this is just occasionally, there are events ALMOST every weekend that I have had to skip because I don't have any way of getting back home afterwards.
I do ride my bike a lot to work - but this is not realistic on a regular basis at 2 and 3 in the morning from DC all the way out to merrifield.
So, truth be told, the weekend/late-night trips are really the times I NEED metro each week so these late-night hours are specifically important to me and those of us who are involved in DC's arts & culture.

Thank you for your time, Jesse

To Whom It May Concern,
My name is Denise Krepp and I'm the ANC Commissioner for 6B10. On behalf of my residents, I've writing to you today to request that WMATA not cut service to the Stadium Armory metro station.

The Washington Post recently published an article indicating that the trains may not stop at the Stadium Armory station during off-peak hours. See https://www.washingtonpost.com/local/trafficandcommuting/metro-riders-officials-fear-communities-of-color-may-be-targeted-in-service-cuts/2016/10/17/c3c1cd82-9494-11e6-bb29-bf2701dbe0a3_story.html

This decision is puzzling given the vital role the station has in the lives of 6B10 residents; Eastern High School Students; students and faculty at St. Coletta; individuals who live at the DC General Hospital; and visitors attending events at the DC Armory and RFK Stadium. Collectively, these individuals total in the tens of thousands. So why would WMATA cut service?

Cutting service means that it will be harder for students living in Ward 7 and Ward 8 who attend Eastern High School to get to and from the school. It also means that individuals living at the DC General Hospital, an already vulnerable population, will have to find alternative means of transport. Lastly, how will folks attend events at RFK if they can't use the metro?

For the reasons outlined above, please scrap the idea of cutting service to our station.

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Denise Krepp
ANC6B10 Commissioner

Dear Members of the WMATA Board of Directors:

I write today as a Ward 7 resident and a long-time advocate for public policies and practices supportive of low-income children, youth, and families and other marginalized populations in the District of Columbia. I oppose all service cuts proposals — detailed in FY2018 Operating Budget Prep Session — which would negatively impact residents of Wards 7 and 8. Meaning all of them (late night cut and off-peak hour rail center closures).

Cuts will stymie economic development

Cuts will stymie the economic development which is so desperately needed to reinvigorate the many communities and hundreds of thousands of residents who live and work east of the Anacostia River.

The Washington, DC Economic Partnership, in DC Development Report, wrote:

According to the Metropolitan Washington Council of Government (COG), by 2030 Washington, DC is projected to have 944,096 employees and a population of 808,718 - an increase of 160,639 (21%) and 206,954 (34%), respectively, from the 2010 base. Where will these people work, dine, shop, socialize and live? For the vast majority the answer will be near a Metrorail station. (p. 7 (11 of 100))

Also in DC Development Report:

•"Following the Green Line south, Anacostia will also become a hub of residential and commercial activities by 2030. This will largely be driven by Curtis Properties and Four Points' 9.5-acre mixed-use project along Martin Luther King Jr. Avenue, SE and the redevelopment of the 25.4-acre Barry Farm, another New Community Initiative." (p. 7 (11 of 100))

•"Finally, the redevelopment of the 183-acre Saint Elizabeth's East Campus will create new mixed-use neighborhoods of retail, office, housing, open space, and cultural amenities at the Congress Heights Station. The campus can accommodate five million square feet of development including the adaptive reuse of historic buildings." (p. 7 (11 of 100))

In addition, the long-awaited development at Reservation 13, with a value near \$80 million, could falter if the Stadium-Armory rail station is closed during non-peak hours. This project includes 354 affordable apartment units. And what we know about many who need affordable units is that they do not work traditional 9:00 am – 5:00 pm jobs.

Non-rail modes not always good options for Wards 7 and 8 residents

The DC government and private concerns have expanded the number of transportation modes over the past several years across the city. Modes such as bicycles are not as popular (as evidenced by use) east of the river

as west. Similarly, personal automobiles are fairly uncommon. The Washington, DC Economic Partnership, in Neighborhood Profiles, for example, wrote:

•Benning Road/East Capitol Street: 42% of households within one-half mile have no access to a vehicle; 39% of households within one-half mile have access to one vehicle

•Congress Heights: 41% of households within one-half mile have no access to a vehicle; 42% of households within one-half mile have access to one vehicle

•Deanwood: 46% of households within one-half mile have no access to a vehicle; 38% of households within one-half mile have access to one vehicle

I must reiterate my strong opposition to any decision that would limit access by those who need it the most and have no other transportation alternatives.

Likewise, I oppose your proposals as they have the potential to stop current and future development in Wards 7 and 8.

Sincerely,

Suzanne E. Cambria



RESERVATIONS 13 (PHASE I)

LOCATION:	19th & Massachusetts Avenue, SE
DEVELOPER(S):	Donatelli Development/Blue Skye Development LLC/DMPED
ARCHITECT(S):	GTM Architects
CONTRACTOR(S):	McCullough Construction LLC/Blue Skye Construction LLC
EST. VALUE:	\$80 million
STATUS:	Near Term
TARGETED DELIVERY:	4Q 2018

SPECS: The proposed development consists of two buildings totaling 354 apartments (30% affordable for those making up to 60% AMI), up to 60,000 sq. ft. of retail space and 222 underground parking spaces.

Appendix A - Metrorail Operating Hours Written Testimony

Ward 7 resident

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Shirley Levesque

Dear Board of Directors:

I write to you today to please, please, please bring back Metro until 3am. It has hit the pockets of many, many people, including myself. For rather than a ride back home costing \$3-\$3.5, it is costing me and my friends... \$35! That is 10 times more. TEN! And keep in mind, this is just once. What's important is to MULTIPLY! For example, THREE times Uber late at night can mean like \$100 vs. \$10 that I would have spent riding Metro. Remember that late at night, uber and lyft many times charge a 50-75% surcharge because of busy time.

Even though I would much, much prefer to have everything back exactly like it was before Safetrack, if I have to choose one proposal, it'll be number 4. Aside of the fact that I use Metro many times more late at nights than early mornings... If I need it in the morning, I can take bus routes close to home. However, if you switch bus for trains late at night (12-3am), I don't think I'll take the bus. I don't mind taking the bus early in the morning during weekends ONLY (so 9am is fine), but I do mind A LOT if that's my only option late at night (it'll be super inconvenient and tiresome, esp. after work or going out... you want to come quick and if it's cold, I rather wait inside with heater).

Please, please, please... Board of Directors, if you can't make it back to like it was before, please choose proposal 4. I really, really miss metro late at night (and so do many of my friends). There's always sooo much to do here and so, it hits my pockets to have to pay TEN times more each night I go out. Don't look at it as ONCE, but multiply.

$\$35 \times 10 = \$350$

$\$3.5 \times 10 = \$35$

Huge difference. Uber and Lyft also like to charge more 50% - 75% more late at night (I don't really feel comfortable with uberpool... You never know who you're going to get with inside and even more scary for ladies who ride alone, PLUS they take forever as well).

On the other hand, I prefer that you put extra buses in the morning (7am-9 or 10am), than bus alternatives after midnight. So do many friends. Please, please, please...

Thanks, Carolina Ginyovszky

Gentle People;

You have asked for comments on the four alternatives for reducing hours of service. Not happily I pick option 4 because the late closings on weekends are least adverse to weekend entertainment and drinking/dining businesses.

Left out of the loop, however, are any accommodation to lower paid service workers who depend on Metro. This is discriminatory to them to the point, in my opinion, of being illegally discriminatory.

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The best solution to Metro's budget problems is to find a steady source of income, and in my opinion, the best way to do that is add 1% to sales taxes within the Metro service area. Apparently this has been endorsed by some, but not all the jurisdictions affected. Some way must be found to bring them all on board. This has been the most efficient, painless way to providing that steady source of income in many cities with rapid transit systems.

Alan M. Ehrlich

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board: 1. The extension is only for 12 months and must be revisited at the end of that time 2. In tandem with any extension of late night cuts, the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed. 3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed. 4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service. 5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders. Thank you,

Gerri Michalska

Dear WMATA Board members,

I am reluctantly willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Cutting late night service rashly will lead to third shift workers being unfairly penalized for Metro's incapability to do their job of providing ridership access to them. And will increase incidents of drunk patrons driving back from bars on the weekends. Not accommodating these riders in your decision making not just reeks of classism and out of touch elitism, but also shows irresponsibility to make this a safer district for drivers and their families in the region.

Sincerely, Aditya Srinivasan

To whom it concern,

Here is my comment on this proposed changes for metro hours. I think the the proposal #1 will be the best. There is no need to change the closing hours again, it would be pleasing for the customers to hear that on the weekends that the station will be open up early as 5:00am. I had several passengers come to me asking about the morning openings for the weekends, wanting to get to the airport. Also, there are no need for the station to close so late on Sunday night. SM, Ms. Savoy

Good evening,

I submit to WMATA the following comments regarding proposed opening/closure times, as a resident of Washington, DC, but also as a person of faith and member of a local church that would be negatively impacted by one of the proposed closure options.

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"While I recognize the hard work that WMATA is doing to ensure safety for all passengers during this time of rebuilding, and realizing that no option will appease everyone, I am strongly opposed to option 4, which would not open Metro on Sundays until 12pm.

While commerce and business operate 24/7 in a city like Washington, DC, a central aspect of people's lives, religious celebrations, have historically been celebrated in the morning, particularly on Sunday mornings. As a member of a local Catholic parish, the Cathedral of St. Matthew, my parish church, is made up of 1/3 Virginia residents, 1/3 Maryland residents, and 1/3 residents from every corner of DC. As it currently stands, bus service is inadequate within the bounds of Washington, DC, and burdensome for those living in Virginia or Maryland. Shutting down metro until 12pm on Sundays would be a near death sentence for our parish community, as parishioners would almost certainly not be able to make it to Sunday morning services.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is built on the backs of low income workers, from waiters and waitresses to concession stand workers to janitors and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation to work. Men and women who make minimum wage or who rely on tips at work will not be able to afford taxis or Ubers to get to work on time, and will face difficult choices, if not outright unemployment.

I strongly believe that people of faith and low income workers should not be punished for the failures of WMATA over the past 30 years, nor should any proposal to improve WMATA have such a devastating impact on a particular segment of our city's population.

I urge the WMATA board to heed the call from Paul Wiedefeld and select option 1 as the most equitable and fair for the citizens of our community."

Dan Horning

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
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4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Penny Reeder

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Michaela Oldfield

Good afternoon,

Following your request to give feedback about the bus serviced in our city, I had (once again) the bad experience of waiting for the buses 52, 53, 54 for 20 minutes (on 14th and R st NW). Despite being rush hour (4.30pm), there are very few buses and it is really bad to keep people waiting for so long.

Moreover, a few minutes later, walking on 14th st I could see how the driver of the bus with plate B48551 stopped to drop off some people, but then the driver immediately closed the door leaving three young women outside. The bus was not full, there was plenty of space on the back. This is a lack of respect for the three women, and it is especially unfortunate considering my first point above.

I do hope your department will do something to solve those situations.

Thank you Alberto Begue

Please do not cut out Sunday Morning Metrorail hours! The Washington Metro area is a region of many churches and houses of worship. People here practice their faith by regularly attending Sunday morning services as you well know. Doing so is also a community event as many churches have social gatherings after services. Many of these folks are older and without a means of transportation. Metro has been important in keeping these city as well as suburban churches active. It would be a terrible disservice from an organization with a challenged image of community service at present.

Hello,

I just wanted to say that moving the train schedule to 3AM on Fridays and Saturdays would be amazing. It'll give people a way of getting home as a group instead of people splitting up for taxis. It'll also make sure that if someone misses the midnight train they have a way of getting home. It's easy to miss a midnight but by 3AM everyone is ready to go home.

Thank You Isalda Gjata

Please be advised of my ardent opposition to the closure of the Metro on Sunday mornings. Many parishioners of St Matthews Cathedral on Rhode Island Ave. use Metro to attend services on Sunday mornings and this would have a significant negative affect on a thriving commuter presence in that are of the city.

Tom McDonnell

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Courtney Albon

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William white : No to option 4

Dear WMATA Board members,

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5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Dan

Office of the Secretary

Washington Metropolitan Area Transit Authority 600 Fifth Street NW
Washington, DC 20001 via: wrттentestimony@wmata.com

RE: Support for Docket R16-03: Proposed changes to WMATA facilities at Capitol Heights Metro Station & support for Capitol Heights Metrorail Station joint development project

Dear Office of the Secretary:

Please accept these comments on behalf of the Coalition for Smarter Growth (CSG). The Coalition for Smarter Growth is the leading organization working locally in the Washington, D.C. metropolitan region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish.

We are pleased to express our support for the proposed changes to WMATA facilities in order to advance the joint development plans at the Capitol Heights Metro station. We have long advocated for improving the walk and bicycle access to this Metro station, and supported pedestrian- and transit-oriented development here. This joint development and changes to WMATA facilities offer a number of benefits to the surrounding community, and more broadly to our region, and WMATA.

We wish to address a number of issues regarding the proposal:

1. This proposed transit-oriented development is good for individuals, the community, and the region: We support the construction of a mixed use building to offer approximately 184 homes, retail space, and a residential parking ratio of 0.65 at this site. More housing and business opportunities here help people live healthier lifestyles where they can walk, bicycle, and ride transit more, and drive less. This benefits individual residents, and also benefits the community by fostering a more walkable and safer environment around the Metro station. From a regional perspective, more people who are able to live and work near Metro means they will be driving less, generating less traffic, emitting less air pollution, and fewer greenhouse gases.

The residential parking ratio of 0.65 is reasonably low, but could be lower with enhanced transportation demand management measures such as residential transit passes, Capital Bikeshare and carshare memberships for new residents, and improvements to the surrounding pedestrian and biking environment. We also encourage the location of a Capital Bikeshare station here. Reduced parking is the strongest incentive to reduce traffic and air pollution. Offering subsidized

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alternatives to driving rather than subsidized parking is the best way to encourage the switch to a car-light, transit-oriented lifestyle, or attract those who have already made the switch and are simply seeking a place to live that supports that choice.

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2. Transit-oriented development fosters safety: A mixed use building at this location will significantly contribute to fostering a safer environment for people walking to and from the Metro station. People living and working at this site will foster personal safety for all of the users and discourage crime. More people living here, and watching over the area creates “eyes on the street,” reducing opportunity for situations that foster crime such as an isolated individual or an isolated place.

Secondly, by designing land uses that support a walkable environment, we can create a safer place for pedestrians and bicyclists. Through pedestrian-oriented building and street designs, safety for all users will be enhanced, and more people will be encouraged to walk and bicycle to the Metro station, and nearby destinations. We ask WMATA, the developer, and the county to look in greater detail at how to ensure that the building and street designs make the most of this opportunity.

3. We support elimination of the Metro park & ride spaces, but suggest creating more on-street spaces on Davey Street and Central Avenue that can be used by Metro riders. Replacement of parking spaces at the WMATA park & ride lot is unnecessary for several reasons. First, nearby Addison Road Metro station has hundreds of underutilized parking spaces. Thus any person wishing to park and ride can easily find parking at the nearby Addison Road Metro station. Secondly, the high cost of replacing the parking spaces is not justified given both the availability of nearby Metro parking facilities, and the opportunity of the joint development design and use to enhance the station environment to better support other modes of access -- walk, bicycle, and bus.

We support at a minimum, WMATA's proposal to create 43 metered/paid parking spaces along Davey Street for Metro riders. We strongly recommend payment options for meters that include credit cards and pay by phone or app. Parking pricing should be market-based, ensuring that 10-15% of spaces are always available.

Additional on-street parking can be designated on Central Avenue (controlled by MD SHA) by matching the parking rules of the DC side where East Capitol Street permits off-peak period parking. In addition, parking could also be managed in coordination with DC on Southern Avenue to support access to the Metro station. On-street parking offers multiple benefits by providing access for those who need to drive, and also by acting as a buffer for pedestrians, helping slow traffic speeds and form a physical buffer between the sidewalk and moving traffic.

We also note the need for a sidewalk on the east side of Southern Avenue. We suggest WMATA work with the county and the District to address this need to provide a safe walking approach to the Metro station from this side of Southern Avenue. In addition, the oversized intersection at Southern Ave. and East Capital Street should be addressed by working with the District.

Given the on-street potential for well-managed parking to support Metro riders' need to sometimes park and ride, we ask WMATA to also redevelop the kiss and ride surface parking lot of 22-spaces. This surface parking lot degrades the pedestrian environment and could be better used as part of a larger building and public space design. These parking spaces could be replaced on-street.

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Davey Street is a badly oversized street with a much too wide cross-section that encourages high speed vehicular traffic and endangers and discourages walkers and bicyclists. The redesign of Davey Street into a 2-travel lane, low-speed street with on-street parking on both sides has been acknowledged as a need for many years. This redevelopment gives us the opportunity to realize this potential. We urge WMATA to work with the county and state to use state-of-the-art street design standards, including the ones that the county is currently developing for urban centers.

These standards include design speeds of no more than 25 mph, 10-foot travel lanes (11 feet for bus routes), 15 foot turn radii, 7-foot parking lanes, narrowed cross-sections to minimize street crossing distances for pedestrians, on-street and protected bicycle lanes, and curb extensions. In addition, any street configuration should address specific topographic concerns to ensure good sightlines so that pedestrians can cross safely. Given the poor pedestrian environment on many of the streets connecting people to the Metro station, a variety of low-cost street improvements can be made right away to enhance pedestrian safety and access to the transit station. With additional funds, permanent improvements can be installed to greatly enhance the accessibility of this Metro station. The joint development project is the perfect opportunity to make these long-needed improvements.

Thank you for the opportunity to comment on this proposal. We look forward to continuing to work with stakeholders to support its success as a truly transit-oriented development.

Sincerely,

Cheryl Cort Policy Director

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major U.S. rail systems perform inspections and maintenance without shutting down the entire system.

I am willing to support a one-year extension of late-night service cuts, but only with the following conditions imposed by the WMATA Board:

1. The extension is only for 12 months and must be revisited at the end of that time
2. In tandem with any extension of late night cuts , the agency must publish measurable goals for maintenance and repairs. If targets aren't met, the late night service cuts are ineligible to be renewed.
3. The agency must report quarterly on track time used for maintenance. If at least 80% of the available time isn't used, the late night service cuts are ineligible to be renewed.
4. The agency must publish by the end of this year, a projection for when Metro service will be back to 2007 levels or another target level of service.
5. Night owl bus service must be provided at no more than 20-minute headways to provide alternative mobility for late-night riders.

Thank you, Steve Krehbiel

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Georgia McIntosh

Dear WMATA Board members,

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Thank you, Julie Margolies

Dear WMATA Board members,

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Thank you, Meghan McAvoy

All four of your proposed changes to Metrorail operating hours represent zero willingness on the part of Metro to compromise. You did not meet your riders halfway or even one-quarter way, after stealing away 3am closures.

The option that would at least indicate respect to your riders, and a middle ground, is 1am closure rather than 3am closure on Fridays and Saturdays. Take those extra four hours per week, compared to before, and improve the system incrementally rather than creating a dramatic downgrade of our system in one permanent, damaging swoop.

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Paul Moon Dear WMATA Board members, Among the slew of problems that Metro continues to pose on riders, cutting late night service is probably one of the worst. Metro claims to need "more time" for maintenance, but Metro has had plenty of time to correct itself. What kind of problems currently exist that require putting a permanent curfew on late night service? Metro caters to the DMV area, which as we all know, is a well-populated tri-state area whose population only increases. Why would you cut service to thousands of people who rely on using the metro after hours? Isn't it safer to keep tracks open as long as possible so people can get where they need to safely? Think about how many DUI's and drink driving related accidents could be avoided. Or how some could less likely be victims of assault if they could rely on Metro transportation for the majority of their travel. I really do not believe those in charge of Metro policies care about their responsibility to a community, nor do they place passenger and passenger safety as priorities. If Metro needs time to complete maintenance, then think of a more creative and realistic solution. Metro charges way too much money and takes way too much time to deliver poor quality service. The last thing a Metro rider needs is the stress of wondering how to get home at night or work in the early morning.
Fatima Brown I'm writing to request that you not proceed with Proposal #4. There are many who can only travel by metrorail to reach their faith communities on Sunday morning. Cutting off this form of transportation would cut off their access to their supportive community. Thanks you. Kelly Dunlap Dear WMATA Board members, I do not support a permanent change to operating hours at Metro. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system. I do support WMATA's goals to bring the system into a state of good repair; I hope that this vital work continues. However, that does not justify (nor has Metro made the case for) a permanent change in operating hours. For example, I think WMATA made the right choice by not staying open late for the Washington Nationals playoff game. However, the WMATA critics are also right - that Metro was not in a position to offer that vital transportation service is embarrassing. It <i>*should*</i> be embarrassing. Shame can be an important motivator. I've had a chance to hear General Manager Wiedefeld speak about the need to reform WMATA's culture about safety and customer service, and I trust he has the best intentions. However, the public embarrassment from cutting vital late night transit service should be a motivator for WMATA to get itself in a position where these types of choices will not be necessary.
Alex Block Wanted to provide feedback on the proposed metro schedule: Proposal # 4: This is a TERRIBLE schedule Mon-Thu: 5 a.m. - midnight Fri: 5 a.m. – 3 a.m. Sat: 9 a.m. – 3 a.m. Sun: Noon – 11 p.m. It is absurd to not open the metro till noon on Sunday! Think about people metroing in to the museums or festivals in DC or The Airport.

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They will have no way of getting in DC for morning or daytime events.

Same for a 9 AM open on Saturday, that is too late.

The metro need to open at 7 AM on weekends so that people can get to their flights, to museums, to their jobs on the weekends, to classes.

By having the metro not open till noon on Sunday you are prohibiting a huge segment of the DC Metro area population for metroing into DC for sightseeing, brunch, weekend conferences.

Think of all the people who stay somewhere on the end of a metro line at a hotel but Metro into DC for sightseeing, classes, conferences.

It would be like SHUTTING DOWN THE CITY not to have the metro open on weekend mornings.

Thank you, Julie Babich

Dear Metro personnel,

A fully operational Metro system enhances both business and leisure activity in the Washington metro area. I typically ride Metro several times weekly and would fully support a plan that increases Metro's operating hours and decreases wait times between trains and/or buses.

On weekends I like to go out for drinks and music with friends until it naturally feels like the right time to end the evening. I'd love a transit system that I could rely upon to get me home at night up to 3 am. Conversely it would be great if I could take Metro to National Airport from Dupont Circle arriving about 5am to make a 6am flight. I can do this in Chicago.

What would it take to be able to do this in Washington DC?

What would it take to establish an express train to Dulles?

It may take years for any of this to happen. How might we start planning so it becomes a reality?

Best Regards, John Ducote

Dear WMATA Board members,

I am concerned by the plans for "expanded maintenance time", which creates massive service reductions throughout the Metrorail system. As a regular rider I have experienced the effects of the poor maintenance for years. I understand the need for maintenance, but it should not come at the expense of system-wide service reductions.

WMATA has been rebuilding the tracks at great expense for many years now, essentially making it unusable late at night and on weekends. However, the riding public has seen little improvement for all the sacrifices that we have made. We have no confidence that the work is being done, or being done correctly; why should we sacrifice more when there is no evidence that anything productive will be done with this time? Until WMATA can point to consistent measurable results from the work that has been done to date, additional service reductions should not be considered.

As an Orange Line rider who has had to deal with years of service reductions for Silver Line construction, MetroForward repairs (which never seemed to be coordinated with the closures for Silver Line construction), and now the highest concentration of SafeTrack work, I have had to constantly change my plans for my daily commute, travel to visit friends, and plans for nights out on the town. I accept that these accommodations must be made in the short term, but after years of changing my plans, there does not appear to be an end in sight. Since the service reductions began for SafeTrack, I have dramatically reduced the amount of time and money I have spend in the District. WMATA is capable of bringing the region together for shared prosperity, but recently it seems like the goal of providing transit service has not been a priority.

As a taxpayer, I am also concerned that the reduction in service will not be reflected in the jurisdictional subsidies. The subsidies are based on a level of service to the various jurisdictions; if the service is reduced by 10%, so should the subsidies. If this is an attempt to simply balance the budget, it does not appear to take this into consideration.

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Furthermore, WMATA has not shown that they have the staff that would be required to work on the entire rail system at the same time. More likely, groups of workers will focus on specific segments on specific lines, which doesn't require closing the entire system early. If that's the case, perhaps there should be consideration to closing certain lines or segments early while keeping the rest of the system operational. Bus bridges have been used to great success during previous segment shutdowns, and seem like a logical solution for increased late-night maintenance in concentrated areas.

Rail systems around the world are able to operate two-track systems with longer hours than WMATA while keeping a higher level of maintenance. When Metrorail debuted and for years after, it was a shining example of these types of world-class systems that provide effortless transportation options to commuters, tourists, and residents. There is no reason that it can't reach that status again, but the proposed service reductions will only further the notion of it being a national embarrassment rather than a world-class system. Years of service reductions have already led to massive reductions in ridership. None of the proposed options appear to consider how impactful the changes will truly be to passengers, and none should be implemented. Passengers have made sacrifices for years, now it's WMATA's turn to make sacrifices until it can prove that it is making meaningful progress.

Kevin Flynn

I am against the reduction of hours for metro. You basically have to choose if you harm those who work late shifts or Sunday churchgoers. The former have few other options and the latter may not have other convenient ways to get to church.

It seems management has taken it as a given that hours and service must be reduced. The result of that will be the continued deterioration of demand for metro, which will harm everyone.

I used to take metro in and out of the city all the time at night. It is faster and more efficient than taking a car, not to mention better for the environment. I believe in public transportation. However, now the service is so unreliable and sporadic that I either forgo the trip, take an uber, or drive.

Metro has inherited many issues, for sure. But that cannot be used as a continued excuse for poor service or lack of service, especially for those who desperately need it.

One final plea: please be sure to REACH OUT to underserved and lower income people. They often don't have the time or know-how to reach out themselves. This is a serious problem because they need ways to access employment more than anyone. I have other options, they do not.

Best,
Allison

Dear WMATA Board members,

I am willing to support a limited one-year extension of late-night service cuts with conditions, but I do not support a permanent end to late-night service. If the cuts become permanent, Metro will have more limited operating hours than any large US rail transit system, and at lower evening frequencies. Metro should learn from how other major US rail systems perform inspections and maintenance without shutting down the entire system.

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Thank you, Michael Burks

Dear WMATA Board members,

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Thank you, Anne Greene

It would be unthinkable.

Metro ridership is plummeting because your service is not reliable.

There are too many station closings and single trackings and breakdowns and delays.

Permanently cutting the hours as your suggest will drive even more riders away.

Our nation's capital deserves better than this !

We need a world class public transportation system and a subway which is open MORE hours NOT fewer !

Do not reduce hours. Increase them.

Charles Keener

To Whom It May Concern:

Please note that proposal #4 would cause hardship on members of our congregation at St. John's Church, Lafayette Square who rely on Metrorail to attend Sunday services. This includes members of our choir and staff who need Metrorail to travel to and from church. Our church service times are: 7:45am, 9am, 11am and 1pm.

Proposal #4

Mon-Thu: 5:00 a.m. – midnight

Fri: 5:00 a.m. – 3:00 a.m.

Sat: 9:00 a.m. – 3:00 a.m.

Sun: Noon – 11:00 p.m.

Kind regards, Andrew Clarke

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To Whom It May Concern,

I am writing with grave concerns about possible closure of metro rail on Sunday mornings. My church, St. John's at Lafayette Square, has a very large group of parishoners who attend by using metro. As a church community in the center of the city, without many residences around it, it is safe to say that the vast majority of our members commute to church — many on metro rail.

I frequently use metro rail to come to church, especially when city events would hamper a drive. Our church knows that if it is not accessible, we will lose members. On Sundays we have four services — 7:45 am, 9 am, 11 am, and 1 pm for Iglesia San Juan, our Spanish speaking service. The plan to shut metro rail on Sunday mornings will decimate St John's Lafayette Square.

Sincerely, Heather Wilson
St. John's Lafayette Square Parishoner

None of your time options are very helpful to me.

I would like to know why none of the options have metro opening at 6:00 instead of 5:00 on the weekdays? How many people are on the trains at 5:30?

Zach Bache

Dear Metrorail,

I would like to express my strong disapproval of closing metro on Sunday morning before noon. I live in Arlington, don't have a car and go to a downtown DC church on Sunday mornings (St. John's - Lafayette Square). Without metro service on Sunday morning, I would be disconnected from my primary transport option to one of my community of faith. That makes me very sad. While there are some community members in my area, I feel that it would be quite a burden to them to collect me prior to Sunday service.

Thank you, Elizabeth Morrison

To the leadership at Metro:

I would like to testify that I am a loyal Metro rider from Benning Road Metro station to downtown Washington and any closer of any stations on the Blue line is a total disregard to the needs of the people living in this area. You all seem to have no idea of the children and parents that depend on this line to get to and from work/school! I hope you all are prepared for the hell that will be caused if this news is actually factual.

Respectfully, Christa Jenkins

Dear Sir/Ms.,

I want to voice my strong opposition to WMATA reducing the hours of operation per week. The District has been consistently growing over the last 10 years and it seems like it will only expand further. Reducing the public transportation hours will only lead to more people using cars during the night hours which increases the risk of accidents.

I understand that it is important to service the rail network better than has been done for the last 20+ years but I would suggest that rather than cutting service, WMATA should hire additional inspection staff. This might increase the cost somewhat but to me that is far preferable to people being forced to rely more on cabs and private transportation.

Sincerely,

Peter van Rossum
Government of the District of Columbia
Office of the Chief Technology Officer

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Proposal #4 would have a very negative impact on downtown churches.
The Rev. Carol Cole Flanagan
To whom it may concern, Thank you for taking feedback on the proposed Metro operating hours. While I believe this is the right course of action, I do want to submit my concern for the proposed option #4. As a resident of Arlington and a member of a DC church, this would severely impact my (and many others) ability to go to church on Sunday mornings. Please DO NOT consider option #4 as that would severely impact church goers on Sunday mornings. Thank you for your consideration, Chip
How do I and a lot of other people get to church Sunday?
Please let the church-goers get to their places of worship on Sunday. I need to be there by 7:45 for choir rehearsal, and my husband attends the 7:45 service. Several of our choir members commute from suburbs afar. I do take the bus sometimes. But the schedule is rarely on time, and Metro is much more convenient. Please remain open on Sunday at 7:A.M. I do appreciate your emphasis on safety and speed of restoration, but we need Sunday morning. Thank you. Carolyn Buser St. John's Lafayette Square choir member.
I often take the Metro to my Church since parking is a problem near the White House. I could not go to Sunday services if Metro delay opening until noon. I am sure I am not the only one with this problem. Valerie Crotty
Please do not cut the metro's late night service. The metro provides low wage earners *especially servers and bar tenders* the only means of getting to and from work. It would severely reduce the ability to earn money and would stagnate DC's growing restaurant culture. It is a terrible idea and would harm the people who need public transportation the most. If anything, the metro should be open LATER. --Sara Sellers (Virginia)
All your options suck. None of them are any good. They don't account for sporting events, special events and people living outside the district. The late openings on the weekends will hurt tourism.
The DC metro area desperately needs a complete 24/7 public transit system to meet demand and benefit communities. I propose this increase in service be done in stages starting with 24-hour rail operation on weekends. Since rail stations were only closed a few hours on weekends in recent years those would be the easiest days to begin continuous service. Weekday bus and rail service (at least two trains per hour per line) could be gradually increased after midnight until it extends to the current 5am opening time or if more practical it could be done all at once on selected nights until all seven days of the week are involved. Metro officials and WMATA stakeholders must find a way to fund and perform repair and improvement work while the system is operating and in use by the public, even if it takes extensive bus bridges or other alternate transit options to maintain reasonable service. If rail systems must be closed, they have to be replaced by significantly enhanced bus service or other forms of transportation that meet public demand. For example, the day in March when all rail service was stopped, bus service was not significantly enhanced. My first bus came after 6am, far too late for me to arrive at work anywhere near on time. Bus service needed to start much earlier for it to be a reasonable option that day because it took three times longer than normal train service for me to reach my destination. The idea of less service or shorter operating hours is taking Metro in the wrong direction. There has to be a way to provide safe, reliable service without

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compromising safety. It's a big challenge, but it's my expectation for the WMATA board and management to achieve the level of success WMATA must reach to adequately serve communities.

Oct. 13, 2016

To: General Manager and Directors
Washington Metropolitan Area Transit Authority

I deeply appreciate the service the staff and Directors provide to everyone in the region as the Metro system's operation affects everyone. I understand and support the urgent need to improve safety and general and on-going maintenance services at Metro.

Many of our members use metro to attend worship on Sunday and activities on Saturday.

Indeed, the metro's opening at 7 am on Saturdays and Sundays provides support to us and to many other congregations that despite increased congestion and numerous road closures have chosen to remain within the city. Over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Many of our members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.

Given the reliance that many have come to have on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for our congregation. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous events held at our site at Judiciary Square. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

It is urgent that Metro be successful in its goals for improved safety and reliability. It is my understanding the other proposals, proposals 1 - 3, would help achieve those. As one of the pastors at First Trinity, I would urge adoption of one of those 3 options and not option 4 given its impacts.

Thank you for your consideration and efforts.

Respectfully,

Pastor Wendy Moen

Wendy Moen
Pastor
First Trinity Lutheran Church

I vote for Proposal #2 because it allows the most latest closing hours, and still reasonable opening hours. I am not a strong advocate of having Friday and Saturday service after midnight (not opening until noon on Sunday would be thoroughly unacceptable, as it even precludes people using it to go to church), although Proposal #3 would be reasonable. That being said, most of what I do use Metro for is evening and mid-day, since I don't use it to commute into work.

However, I strongly support exceptions to late and early hours for the following:

- (1) large sporting events such as the Nationals and Redskins (plus Wizards and Capitals for late games)(I am a season ticket holder with the Redskins and use Metro to go to Nationals' games as well);
- (2) New Year's Eve and Halloween (a 2am closure would be best); and early openings for downtown races with over 5,000 people participating (Cherry Blossom, Rock and Roll Marathon, Army 10M and Marine Corps Marathon); recently, this has been the ONLY way to get to these events, as there is no parking anywhere near them. It is doubtful that these races could move starting times back to 0900 or 1000, as they would have to in order to accommodate weekend openings.

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In light of that, however, I would certainly be satisfied with shuttle Metrobus service to and from these events from several of the Metro stations. It could be done and I think runners (and sports fans) would gladly pay to be able to get there on time and not be stranded. As things stand with some of these events, I am looking (such as tonight with the Nationals) at leaving games early, and not even considering entering these large downtown races.

James Scarborough
Arlington VA

Hello,

Proposals #1 or #2, I could support. I would urge Metro not to adopt Proposal #4 as that would be most disruptive.

I would also encourage Metro to bring back exceptions to the closing times for events such as late sporting events and concerts.

Thank you, Carl Nelson

To Whom It May Concern:

I respectfully ask members of WMATA not to consider the proposal to eliminate Metro access before noon on Sundays as it would severely hinder the ability to attend worship services. As a parishioner of the Cathedral of St. Matthew the Apostle on Rhode Island Avenue, I know many people who rely on Metro so as to be able to attend the 7 AM, 8:30 AM, 10 AM and 11:30 AM masses.

Rather, WMATA's interest in improved safety and maintenance could be achieved, without hindering the ability of people to worship, by adopting proposals #1 or #2.

Sincerely, Christina Parello

Dear Metro officials,

Proposal #4, which has metro service beginning at noon on Sundays, represents a major burden to people like myself who work on Sundays and use the metro to reach work on Sunday mornings. While I realize that Sunday commuters are a small minority compared to our weekday brethren, there are enough of us that loss of metro access during the morning hours will likely cause significant consternation.

Any of the other proposals would be completely acceptable. Thank you.

--

Andrew L. Arnold

Hello,

I am writing in regards to the proposed operating hours for which WMATA has solicited input. I am a 31 year old single young professional, and currently live close enough to my workplace (Navy Yard) that not only do I not own a car, but I also do not need to use Metro for my regular commute. Instead, I use Metro for other excursions such as off-site work trips, social events, going out on weekends, and other personal activities.

Prior to SafeTrack I found Metro to be particularly useful in the late hours on Friday and Saturday nights. Since Metro has started closing at midnight, I have found myself going out less frequently. While I can afford taxis and ride-sharing services such as Uber, it is something I generally do not like to deal with as it adds unnecessary extra cost to the expense of an evening.

While I understand the need for SafeTrack, WMATA has not made clear why it needs to increase the amount of time the Metrorail system is out of service once SafeTrack ends (going from 39 hours of down time per week now to 41 hours per week once Safe Track ends). My understanding is that SafeTrack is a

Appendix A - Metrorail Operating Hours Written Testimony

temporary recovery period with across-the-board service reductions while the system is restored to a state of good repair. Once that is finished, the system can be made more accessible (although perhaps not quite as much as it had been before). Accordingly, increasing the down time after SafeTrack appears counterintuitive and the selection of 41 hours per week appears arbitrary.

I'm sure this has been proposed before, but I would strongly support selective line closures based on where maintenance or inspection is determined to be needed, rather than needlessly shutting down the whole system. For example, if extra maintenance is needed on the Red Line, shut it (or parts of it) down early but leave the Green Line and other lines open at the regular hours.

Improving bus service during off hours may be a reasonable alternative, but this cannot be done simply by adding service on existing bus routes (which appears to be the extent of the late night proposed supplemental bus network). The current routes are far too slow and inefficient in comparison with Metrorail for all but the most local trips. On one occasion when coming back to Navy Yard from the U Street Metro, I tried to ride a 90/92 bus to Eastern Market to avoid a 15-minute wait for the Green Line. Despite this, the train reached Navy Yard long before the bus reached Eastern Market.

I am fairly sure that in Chicago the CTA operates "owl bus service" along the lines that are closed at off hours. These buses follow the train lines and stop only at the train stations. I am not sure why WMATA cannot implement a similar service (and charge the "express" bus fare to its riders). In contrast, the proposed bus map would be far less practical. Getting back to Navy Yard from Clarendon on the bus network would require two transfers, while getting back to Navy Yard from Bethesda would only require one transfer but would be routed through Georgetown, one of the most traffic-choked parts of DC.

In summary, I implore WMATA to reconsider the seemingly arbitrary need to shut down the system for 41 hours per week, perhaps substituting it with selective shutdowns on lines or segments where increased maintenance or inspection is needed. If this is not possible, I strongly suggest that WMATA implement rail replacement express bus service at off hours, stopping at (and only at) Metrorail stations to shorten travel times.

Thank you for your time.

Philip Crandon

To Whom It May Concern:

The purpose of public transportation is to be an efficient, affordable, and accessible form of transportation - one that provides a boon for the city and serves as a public good for its citizens. I understand that the years of mismanagement and downright dereliction of duty to uphold even basic safety standards has left the current administration in a difficult position. However, cutting back hours drastically overwhelmingly hurts disenfranchised and low-income households who rely on public transportation to make ends meet.

I implore you to reconsider your proposal to reduce metro hours - a proposal that would be detrimental to small businesses, low-income families, and DC as a whole. As an alternative, please more fully investigate single tracking during late nights and early weekend mornings.

DC needs to do more to project a public image of accessibility and modernity, and shuttering its public transportation system even further is, without a doubt, the wrong direction.

Sincerely, Alex Bannon

Good Evening,

I wish to provide my comments in writing to the proposed changes to Metrorail operating hours.

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1. The online survey is so poorly written, as to make it of low value. That is, unless WMATA only wants they answer they expected without doing a survey. For example, to not allow the customer to select "other" when presented with the 4 choices implies that WMATA does not even care what the customer thinks.
2. The presented solutions all require reduced operating hours. This is a not started, as the purpose of Metro is to transport passengers, not to be in a state of perpetual shutdown and repair. What would be a better solution is to provide more efficient and more effective repairs while providing actual functional transportation to customers. Many many other subway systems do this without a problem. For example, in Moscow, train arrive no later than every 3 minutes, from 6 am to 1 am. They have no problem conducting repairs in the off hours or low traffic hours. A better solution for WMATA would be to become a more professional and effective workforce that prides itself in providing safe, fast, frequent and reliable public transportation. If WMATA cannot find a way to do this, I suggest that WMATA shut down entirely, as under the current operational mindset, they are only successful in 2 things: 1. Encouraging passengers to find other means of transportation, and 2. wasting large amounts of money.

If WMATA reduces hours, not only will I cease riding Metro, I will strongly encourage my elected representatives to cease all funding to WMATA.

Respectfully, Stephen Chiusano

To the Metro Board and General Manager:

Thank you for providing me with the opportunity to comment on Metro's proposals to create additional hours to continue regular track maintenance and improve the safety of Metro. I have carefully considered all four options, and I ask you NOT to implement Option 4. Option 4 is the only option that benefits those who would like to stay out late on the weekends to the detriment of those who must get to work on the weekends, who attend church services or want to participate in weekend morning activities, which often are more family and community-oriented. I strongly urge you to consider options 1-3. My personal view is that option 3 best balances the needs of ALL members of the community.

My husband and I live on Capitol Hill and attend church on Sunday morning. He attends a 9am service in Columbia Heights, and my church is located in Chinatown, and morning activities begin around 9:30am with Sunday School and then services at 11. We both take Metro. Many of the members of my church, Calvary Baptist Church, take metro, and given the limited amount of parking in the Gallery Place area, access to Metro on Sunday mornings is very important. Calvary has made great sacrifices to stay in the city, and access to public transportation during church hours was critical to this decision.

Please consider the needs of all of the District's residents and not just the very late-night club scene. Please do not consider Option 4.

Sincerely, Laura Canfield

Dear WMATA:

My family of 7 people and I use Metro constantly, at all times of day. We have two daughters who commute to college and graduate school on bus and rail, and they live at home with us in Dupont Cirche.

We also use Metro to cross town Sunday mornings to go to Church.

Please maintain Sunday morning Metro schedule so we can exercise our freedom of religion.

I also completed survey, but there was no place to comment AGAINST a proposal only to pick one proposal (I picked #3 -- the teenagers and young adults need that 1:00 AM option for weekends).

Best regards, Eleanor Gaetan

Hello,

Appendix A - Metrorail Operating Hours Written Testimony

I would like to submit my opinions on the metro proposals

Thank you

--

Kiahana Leah Brooks

Presidential Management Fellow

American Association of Public Health International Health Student Advocacy Chair

Harvard University B.A. 2010

University of Pennsylvania B.S.N 2012

University of Pennsylvania M.P.H 2016

WMATA;

IN your plans for proposed bus lines to account for late night and/or hours not serviced by metrorail, please consider the following:

- The acute lack of frequency of busses proposed throughout Northern Virginia. This is servicing a huge area with a large number of people, and there is only one accessible route for many of them to get over the river (16E/13Y corridor). This is a route that is not accessible by bike or foot at all, and the amount of people impacted by service delays here would prove to be a HUGE load for a single, half-hour-only bus. The 16E is crowded already. PLEASE CONSIDER INCREASING THE FREQUENCY OF THE 16E BUSES.

-There seems to be no direct route proposed along either the Blue/Yellow or the Orange/Silver lines in Northern Virginia. PLEASE CONSIDER OFFERING SEVERAL DIRECT BUSES ALONG THESE EXTANT COMMUTE LINES.

The proposed changes seem to be leaving a lot of Northern Virginia quite literally stranded with no options to get over the barrier of the Potomac. I urge you to reconsider and allow for more options or at least frequency in the propose bus service there.

Best, Rory, 9-year Metro User.

I have been a resident of the District of Columbia since January 1988 and I have never owned a vehicle. I have relied solely on metrorail and metrobus for my transportation needs. I have been fortunate to have friends drive me during hours when public transportation is not operating. This was more frequent prior to metrorail and metrobus extending their hours. I am very disturbed by your proposals to limit access to metrorail.

My preference is to keep with the pattern established a few years ago: open 5:30 AM everyday; close midnight Sunday through Thursday; close 2 AM Friday and Saturday. When I travel to other cities with public transportation systems in the United States and abroad, I am impressed by the fact that there systems operate 24 hours per day, seven days a week, including all holidays. This makes sense to me. Everyone does not own a vehicle and everyone does not work the "standard" 9 to 5, Monday thru Friday, job.

As the capital of the United States, our public transportation system should be exemplary. Discouraging the use of vehicles in the District of Columbia reduces traffic, thereby reducing air pollution and motor vehicle accidents. We live in a world-class city. We need a world-class transportation system.

Thank you.

Nancy LaVerda

The metro not opening until noon on Sundays is an unreasonable proposal. I received an email from my church about this proposal since so many of our parishioners would not be able to travel to services. Beyond that, many of us use Sunday as a day to run errands, visit friends, etc. Tourists would not be expecting it and would have no idea how to navigate the city.

But most importantly, lower-income residents who work less traditional hours would be the most impacted by cutting Sunday morning service. These are the same people who have less options for transportation. Making them shoulder the burden of changes in the system is completely unacceptable.

Sincerely,

Jennifer Pike Bailey

NoMA

Appendix A - Metrorail Operating Hours Written Testimony

Dear WMATA,

I want to urge strongly against proposal 4. As a person of faith, I rely on the metro to access my place of worship on Sunday mornings. Remaining closed until 12 would put a serious burden on mine and many other's ability to reach our churches and other communities of faith as services begin before noon.

Thank you, Matthew Taylor

To whomever it may concern,

I wanted to comment on the proposed changes to WMATA's Metrorail operating hours. I attend worship services on Sunday mornings at St Matthews Cathedral, just like many thousands of others in DC of various faiths and denominations. Option 4 would severely inhibit the efforts of many congregations to gather for worship.

There are important goals to be reached in terms of safety and reliability. I believe Proposals 1-3 are equally good options to look into to achieve those goals. Proposal 4, however, would place an undue burden on many who gather for worship services on Sunday mornings.

Thank you for your consideration.

-Isaiah Berg

Hello,

I'm concerned that members of my faith community will not be able to access church services before noon if the metro does not run on Sunday mornings. Please consider the disproportionate impact to churchgoers who rely on public transportation (specifically Metrorail, not bus) when you make this decision. Please decide against Proposal #4.

Thank you, Meredith Chang

General Manager & Directors, Washington Metropolitan Area Transit Authority (WMATA):

As a parishioner of the Cathedral of St. Matthew the Apostle, which offers Mass at 8:30 AM, 10 AM & 11:30 AM on Sunday mornings to thousands of Catholics in the Washington Metropolitan Area, I urge you to strike Proposal #4 from consideration & to adopt Proposal #1 or Proposal #2 as an alternative.

Many thanks, Alicia Osgood

I rely on the Metro to get to and from church on Sundays. Without access to trains before noon, I won't able to fulfill my obligations to my parish. On behalf of the Catholic community, I encourage you to oppose Proposal #4.

Thank you for your time.

Sincerely, Mikayla

As a Metro user I would like to vote for proposals 1,2, or 3 but proposal 4 really restrict those that are commuting into town or around town to attend church services no matter what denomination. It seem to me that the fair thing to do is to adopt any of the other options let proposal #4.

Thanks for asking the general ridership of WMATA.

Kevin Armstrong

To the Washington Metropolitan Area Transit Authority:

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My name is Matthew Stifter and I am a DC resident and frequent WMATA customer. I would like to express my gratitude for all of the hard work your employees do on behalf of our safety.

I would also like to register my sincere opposition to Proposal #4 which pus forth opening metrorail at noon. Many Christians (including myself) rely on WMATA services to reach their churches for religious services on Sunday mornings. Most of the people who rely upon these services do not have any alternative -- including the poor and elderly. These persons are honest and hard-working and, to be perfectly honest, I do not believe that they should miss their services so that younger folks can have metrorail open later on Friday and Saturday nights after partying. It simply does not seem like a just solution.

I hope you take my feedback into consideration. I wish you all the best and thank you again for your efforts.

Best Regards, Matthew M. Stifter

To whom it may concern,

I am writing to share my concern about WMATA's proposal for eliminating metrorail service on Sunday mornings. I personally use metro every Sunday morning to attend mass at St Matthew's Cathedral and I know that many others do the same. In addition to the fact that sunday morning is the time when many people go to church services, I don't think that normal daytime hours should be summarily cut out of the transit schedule. I sincerely ask you to rule out proposal #4.

Thank you for your consideration of my request, Joshua Dill

I echo the sentiments of Terrence Lynch, Executive Director of The Downtown Cluster of Congregations pasted below. Our church needs the support of the Parishioners from the greater metro area who rely on metro as their mode of transportation to and from mass on Sunday mornings. It also affects the children who are enrolled in religious education directly before or after mass.

Mr Lynch Wrote:

re: Testimony on Proposed Changes to Hours of Operation - No to Option #4

This agency deeply appreciates the service the staff and Directors provide - not just to the agency and those that use it but to everyone in the region as the Metro system's operation affects everyone. Is is understood the urgent need to improve safety and general and on-going maintenance services at Metro. More that 2 decades ago the Downtown Cluster of Congregations and its members supported an earlier opening time for Metro on Sunday mornings to facilitate the ability of persons to attend worship services. The reasons for this are numerous. Use of metro saves hours of cars operating on the region's roadways. Moreover, more and more persons do not use cars and having metro available provides an effective, smart transit option.

Indeed, the metro's opening at 7 am on Saturdays and Sundays provides support to congregations that despite increased congestion and numerous road closures have chosen to remain within the city. Over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.

Given the reliance that many have come to have on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for local congregations and their members. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous events held by local congregations. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

It is urgent that Metro be successful in its goals for improved safety and reliability. It is my understanding the other proposals, proposals 1 - 3, would help achieve those. Hence the Downtown Cluster of Congregations would urge adoption of one of those 3 options and not option 4 given its impacts.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you for your consideration and efforts.

Thank you for your consideration.

Respectfully,

Adrienne McQuillan

Arlington, VA Parishioner to St Matthew's Cathedral

Many thanks for the opportunity to weigh in on this important issue.

Please see attached, and please don't hesitate to contact me at <redacted email address> if I may provide additional information.

Lucia Silecchia

(Attachment)

TO: WMATA

FROM: Lucia A. Silecchia (D.C. Resident/Ward 3/Red Line User)

DATE: October 12, 2016

RE: Proposed Changes to Metrorail Schedule

Thank you very much for providing the opportunity for local residents and Metrorail users to weight in on the proposed changes to Metrorail schedules. I appreciate the fact that this is an extremely difficult task. Obviously, none of the proposed plans is perfect and more service hours rather than fewer is what most would prefer. SafeTrak has been a great inconvenience for everyone and, as you are well aware, has increased dissatisfaction with what was once a beloved local institution. At the same time, it has decreased ridership in a way that I fear will take a long time to restore.

Nevertheless, I recognize that these repairs are necessary and that reduced service hours are an important part of the process. I would be comfortable with Proposals 1, 2 and 3. Both of them tinker around the edges of service hours and will result in a set of service hours that is not radically different from the relatively recent decision to keep Metro open late at night on Friday and Saturday evenings. Any of those would be fine with me.

However, I would strenuously oppose Proposal 4 which would keep Metrorail closed until noon on Sundays. For Christians, Sunday morning is the time in which transportation is needed to attend worship services which, for many, are available only at that time. This proposal would make it impossible for those who rely on Metro to fulfill an important moral obligation. Many who use the Metro to attend Sunday worship may be elderly people for whom driving is not an option and for whom use of a taxi, car service or Uber/Lyft is prohibitively expensive or technologically impossible. Reduced bus service on Sunday mornings makes Metrobus a difficult option.

In addition, Sunday morning is an important travel time. Union Station/Amtrak is very busy on Sunday mornings as morning trains are busy with people arriving to and departing from Washington. Proposal 4 would require private transportation to and from Union Station (and National Airport) which would interrupt the goal of a unified public transportation system – and be a less-than-impressive introduction to the nation's capital. By contrast, planes do not arrive late at night, and late night train travelers will often opt for taxis anyway.

There are also special events often on Sunday mornings – marathons, etc. Closing of Metro would make these events difficult to attend.

Finally, many businesses are open on Sunday mornings. Retail opens at 10 or 12, while food service, hospitality, hospital and other essential employees have to work early on Sunday. Eliminating Metro as a way for these employees – often low-wage employees – to get to work is undesirable.

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I realize that to open Metro on Sunday at 7 (or, at the latest, 8 a.m.) means an earlier closing on Saturday night. However, most who would need the Metro late on Saturday evening are using it for optional, usually social or recreational, travel. When this is the case, the cost of a taxi/Uber can be factored into the cost of the evening. But, Sunday morning travel is often not optional or social. It is to fulfill an important moral obligation, to go to work, or to travel to a transportation center. To have Sunday morning travelers bear this significant burden to allow for low ridership recreational activity does not seem to be wise or fair.

Many thanks for your thoughtful consideration.

To: Metro Board of Directors

I am saddened to learn of the possibility of a proposal (#4) that would eliminate Metrorail possibilities for Sunday morning riders to worship services. This would be a blow to those dependent on train travel in the Metro area desirous of praying for their own spiritual welfare, but also for our community and those responsible for its governance and public service. Not to mention the numerous offerings that most Sunday services have for the social concerns needs of the community.

Understandably, Safe Track maintenance and inspection are vital at this difficult time in Metrorail operation. And, of the four proposals that have been offered to assist in easing this effort, three of them provide acceptable extra time for this needed effort. But, Proposal #4, which cuts into the important spiritual health of our community, is not a commendable step... giving priority to late night entertainment rather than daylight efforts to pray for and assist our community. I think of health, poverty, homelessness and assistance to immigrants... exemplified, for example, by the twice yearly bloodmobile drive at St. Matthew's Cathedral on Sunday mornings for the benefit of Children's Hospital.

From the vantage point of a central place of worship that serves parishioners from Virginia, Maryland, and especially the District of Columbia, I would rate the proposals in their numerical order... 1,2,3, and 4.

To me, Proposal #1 would seem to be the fairest, allowing a basic midnight close during the week, even if it means shutting down earlier on Sunday evening.

Proposal # 2 would come next.

Proposal #3 would be a Plan B, limiting in practice the earlier services to those starting at 9 am.

Proposal #4 is the least desirable... extending weekend hours much too late, and eliminating any opportunity to get to a Sunday morning service.

I suppose one hard-nosed way to consider the proposals would be to distinguish between preference for fairness or greed!!

God bless you all in your challenging role.

Father Jack Hurley

Cathedral of Saint Matthew the Apostle

To: General Manager and Directors

Washington Metropolitan Area Transit Authority

Re: Testimony on Proposed Changes to Hours of Metro Operation and rejection of option #4

First Congregational United Church of Christ located at the corner of 10th and G NW, has counted on the Metro for years to bring people into worship on Sundays between 8:30 AM and 1:30 PM. The current metro operating hours have become a critical part our life at First Church and for other downtown congregations. We are grateful for the Metro service and count on it continuing.

Because of our reliance on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for our congregations and the visitors/guests that seek us out each Sunday. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous

Appendix A - Metrorail Operating Hours Written Testimony

events held at our congregation. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

We understand the urgent need to improve safety and on-going maintenance services at Metro, but see the Metro as critical to us on Sundays.

We along with so many other congregations in downtown DC – as well other member congregations of the Downtown Cluster of Congregations – urge adoption of one of the other 3 options and not option 4 given its impacts.

Thanks for your careful consideration.

Sincerely,
Sidney D. Fowler

Reverend Dr. Sidney D. Fowler
First Congregational United Church of Christ

Within the District, restaurants, bars and clubs are a major part of the economy during the late night on the weekends. Brunch is also a major part of the economy on Sunday mornings.

The metro needs to be open during these times.

I have two suggestions.

1. Hire more construction workers, and instead of paying for an extra eight hours a week per worker by cutting 8 hours of service a week, just use that funding to pay for additional workers to work during the hours you already have available to you.
2. Continue to do work in sections, almost like a mini-safetrack, but instead of doing all day projects, sectionally close down parts of the metro early, at like 11 PM for an entire week or two, then move onto another section for a couple weeks, etc. instead of permanently closing down the entire system early.

People can handle having their part of the metro impacted for a two weeks a year if they know that by and large it will be running safely, consistently and comfortably for the other 50 weeks of the year.

Hello,

Of the 4 proposals I've seen for shortened Metro hours, I think Proposal #4 is the best one. People need late hours on the weekend much more than they do on weekdays.

Thanks, Ziwei

MetroRail should be 24/7.

Eight car trains every 3 minutes between 7:30am - 9:30am, 4pm - 6pm

Trains every 10 minutes between 6am - 7:30am, 9:30am - 4pm, 6pm - 8pm

Trains every 20 mins between 8pm and 6am

Please see testimony below for Docket B16-03.

Subject: Fwd: Proposed changes to Metrorail operating hours

Ms. Chisholm, Was sent your link and the link to the WMATA website by my Councilmember's office as very upset that my wife and I will not be here for the public meeting on the proposed changes to Metrorail operating hours. I trust you can ensure that our testimony is recorded. Thank you. Jack Werner

Appendix A - Metrorail Operating Hours Written Testimony

-----Original Message-----

Sent: Tue, Oct 11, 2016 3:54 pm

Subject: Proposed changes to Metrorail operating hours

WMATA Board: My wife and I and the 200+membership of the Capitol Hill United Methodist Church (CHUMC), are strongly opposed to Proposal #4. The metrorail is the only form of transportation that we can use on Sunday to attend church; hours 9:30-1:30PM; we personally do not own a car and live near the Takoma Park metro station. A good majority of the members of church also depend on the Metro. We trust that you will be hearing from members of the faith-community across the city who are dependent upon Metro to attend church on Sunday.

It is unfortunate timing that we are going to be out of the country when you are holding the Public Hearing on the 20th so would like this letter be considered as our testimony at the Hearing. Thank you. Jack and Carol Werner

Dear WMATA Directors

The entire premise of this survey is wrongheaded. WMATA is the linchpin of urban planning throughout the region, and its leadership should be focused on an expansion toward 24-hour rail service with bus routes filling in gaps between rail stations. That will require a drive to establish a dedicated funding stream, perhaps a sales tax, a property tax increment, a transit development fee, a toll-road increment, an income tax set aside, or some combination. Throughout the country, taxpayers have proven willing to pay a reasonable amount more for transit service improvements; consider Los Angeles, the notorious capital of car culture. Voters there repeatedly have approved sales tax increases to fund transit, and that investment now is paying off with the return of streetcar service supplementing heavy rail, connecting the downtown hub to other population centers.

Although a multistate agency such as WMATA may face greater bureaucratic hurdles in achieving a steady funding source, it is far from impossible and obviously the kind of leadership the times call for. While hardly a model of governance, the Port Authority of New York and New Jersey operates a subway line between two states and somehow manages to finance and maintain

24-hour service. Perhaps WMATA should be restructured as an elected agency, like San Francisco BART, or given the toll-collecting powers of the New York MTA. You should be figuring out how to get where we need to go, exploring models from cities and devising new ones that fit our region.

Instead, WMATA leadership appears focused on accelerating the agency's death spiral by destroying residents' confidence that they can live here and depend on transit to get them where they need to go, when they need to go, for an economical fare. It is preposterous to assert that the entire system must be shuttered around midnight every night to perform track repairs. New York and Chicago operate much larger, much older rail systems than does WMATA in climates more severe than ours, yet both cities serve every station on every line 24 hours a day, every day of the year. The world's oldest subway system, in London, has been expanding to 24-hour service. Perhaps WMATA should outsource its entire operation to the NY MTA, the CTA or Transport for London.

WMATA crews obviously will not be working on every inch of track on every subway line for those periods. If intensive track work is required, lines can single-track or, if absolutely necessary, can be closed temporarily as in the current safety surge program. When lines are closed, WMATA has an absolute responsibility to provide station-to-station bus transit ensuring that each rail line is covered – something it inexplicably and unconscionably failed to do during the current surge program.

WMATA appears to be exploiting its self-created maintenance failures as a pretext to cut service in order to save money. Carry this logic to the extreme, and you should just shut down the entire system altogether. No cost, no safety risks, a surplus from selling off the property.

Please reconsider your strategy of dismantling transit service and instead refocus this legacy of the Great Society on its mission of improving the quality of life in the nation's capital through efficient, economical and reliable service, 24 hours every day.

Dear WMATA,

Appendix A - Metrorail Operating Hours Written Testimony

I am a longtime rider. I have used Metro for work daily and for leisure at times since 2000, and even before when I was growing up in this area. I have seen the decline of Metro in the last eleven years, and the need to implement major works to fix the system.

Now that I see the proposals for future operating hours, I see how dire the situation is. It saddens me and infuriates me that it's come to this.

The only proposal I could even think of is proposal three. It is truly the least bad of the four options.

I keep wondering why the following wasn't considered?

Mon-Thu: 5 a.m. -- 12 midnight

Fri: 5 a.m. -- 1 a.m.

Sat: 7:30 a.m. -- 1 a.m.

Sun: 9:30 a.m. -- 11:30 p.m.

Also, if you do implement supplemental bus service, it needs to be more than the proposed (i.e., a true night owl service), and it needs to be permanent.

If I truly had the option to not ride the train at all anymore, I would. I don't. The new proposals don't help.

Thank you.

Corey A. Reid

Technical Services Specialist

Jacob Burns Law Library - George Washington University

Good morning,

I submitted the online survey but also wanted to submit written comments as well.

I am seriously concerned that the options that have been provided will result in two specific problems: 1) Increases in drunk driving and; 2) Decrease in the ability of shift workers to get to their jobs.

A compromise option is available, and am submitting it for your consideration.

It is a hybrid of options 3 and 4 and takes into consideration the closing time of later bars as well as the opening time of most retail stores and malls on Sunday (11 am or noon). While it would not provide the same deterrent to drunk driving as 3 am, it does allow for responsible planning. It also allows for those who need to arrive at work on Sundays to do so more easily. This proposal is not perfect, but it is more equitable for the range of populations the Metro currently serves. Everyone will still need to make adjustments, but those will increase safety and hopefully decrease the burden on those working shifts.

Proposal # 5

Mon-Thu: 5:00 a.m. - midnight

Fri: 5:00 a.m. - 2:00 a.m.

Sat: 9:00 a.m. - 2:00 a.m.

Sun: 10 a.m. - 11:00 p.m. (OR 9 a.m. - 10 p.m.)

Kind regards, Alyson

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The fact that Metro is having thoughts/conversations to change/limit the hours of operation is disconcerting. To revert to 12am closures on the weekends is a step backward and not forward. Given high fare prices to travel on Metro and absent 24 hour service, the least Metro can do is operate until 3am on the weekends (Proposal #4).

Regards,
Frequent Metro Rider

Hi,

I received a link to the hours survey and am thoroughly disappointed that there is no option to speak up or choose options other than what are provided. With no feedback about the lack of late night hours on the weekends, how will you know people want to keep these hours? Between the late night shift workers and night life generally ending around 2am, how will many get home safely in a decent amount of time?

MADD was a huge supporter in the metro staying open late, now how can we steer those who would rather drive than uber to not drive drunk. This is a question you must answer before it becomes an issue. No amount of express bus offerings will ever convince someone that it effectively replaces rail in the nation's second largest public transit system. Leading by example and making changes to the system other than affecting hours could very well turn out to increase ridership.

The FTA has found WMATA to improperly use their time scheduled for maintenance, now how can you convince people that the extra hours will actually resolve issues we see today? Perhaps an overhaul of the maintenance department is in order. No other systems as large as this have seen such drastic cutbacks in hours nor as many accidents due to improper maintenance. Clearly this issue lies way deeper than the amount of hours allotted for service. The thought that privatization could help is also ludicrous, look at the efficiency of the MTA after it went public!

Late night service has seen a decline, but working in a company with many young people in suburban MD, many would much rather use the metro rail than Uber, but they're afraid they might burn alive. Many of my colleagues now just don't go into DC anymore due to this, an Uber one way is \$30 but the metro was \$5.

https://en.wikipedia.org/wiki/Induced_demand Take a good read on induced demand, with the late night hours available and the trains not catching on fire, I believe we could see a revitalization of late night service. Once major repairs (Safe Track) have been completed, give this a trial run. Assure us the system is safe and trains will be relatively on time, and live up to this promise. If the metro becomes reliable again, people WILL use it.

William

Proposal # 5

Mon-Thu: 5:00 a.m. - midnight

Fri: 5:00 a.m. - 1:00 a.m

Sat: 7:00 a.m. - 11:00 p.m

Sun: 7:00 a.m. - 10:00 p.m

This morning I was handed a survey in Ft Totten station waiting for my usual, too long Saturday morning commute from King Street Metro to Greenbelt Metro connecting with buses at both ends. I am going to work as usual on Saturday. On Sundays I also am on in the morning to celebrate my one day off a week. I sometimes use the after midnight service to go from my home in Alexandria to catch the 3:30 AM train at Union Station for New York or other corridor points or further upstate/Canada.

There was no good choice on the survey and I had to hand it back with only a cursory reading.

The hours MUST be maintained. We need to get some competent railroad people on the job, use bus bridges, single tracking and EXPAND hours to allow passengers to make up for the TEMPORARY delays, not more cuts in the already challenged service.

And, arrogantly limiting public input is ridiculous when we are talking about the essence of mobility in what is supposed to be a major world city.

And I am in the automobile business!!!

James R. Churchill

Appendix A - Metrorail Operating Hours Written Testimony

All of the current proposals are unacceptable. Metro should strive to be open from 6 am Monday-Friday, from 7 am on Saturday and Sunday and until 1 am Monday -Thursday, until 2 am on Friday and Saturday and 11pm on Sundays. It would be acceptable for Metro to curtail hours along a single line during low demand periods for a week, but again the goal should be that each line be impacted no more than once per year.

Until Metro can demonstrate that it can conduct repairs in an efficient manner, there should be no change in schedules.

Jonathan Spencer

Hi WMATA,

I've lived in the District of Columbia for 10 years, and in that time I've held a variety of jobs with different transit needs. I've never owned a car since moving to DC and I chose to live here in large part because I could live comfortably without a car. DC's active nightlife is also very important to me, both for my own entertainment and because I have several friends who work in bars and clubs.

Since SafeTrack began, I've noticed a sizeable dip in patronage at bars and clubs. Events that are usually packed are now consistently half-empty. I know several bartenders and other bar/club/restaurant workers who've had their hours cut and taken home substantially less in tips on the weekend nights that they rely on to anchor their income. I've seen lots of evidence that people are spending less money at bars to account for having to pay for an Uber to get home since the Metro is closed.

I currently live in walking distance of my job. In the past, I've had jobs with unusual hours that required me to travel all over the DMV area, and in those times, I was reliant on the Metro to get me to work on time. These were all hourly jobs; if the Metro was late, I wouldn't be paid for the part of my work time I missed because of Metro delays, and chronic lateness, even outside my control, could cause me to lose my job. I frequently had weekend shifts where I would have to travel between sites and be present at specific times, and relying on Metro was very stressful. This was in the days before Metro track closures nearly every weekend, which I know would have made that particular job impossible for me to keep.

DC is not a sleepy bedroom community for federal government workers. It is a major city with a wide variety of industries and residents who lead a wide variety of lifestyles. All four of the proposed new Metro schedules are clearly designed for people who hold traditional 9-5 weekday jobs. None of them allow a wide enough range of transit times to support the recreation habits of even traditional weekday workers, let alone the service industry workers whose jobs keep our city operating and make living here so appealing.

I'm very fortunate right now that I have a job that pays me well, and that I can afford to live in walking distance to my job. That hasn't been true of me consistently for my ten years living in DC so far, it is not true of many of my friends, and it's certainly not true of tens of thousands of DC residents. I'm extremely concerned that shortening Metro service hours in any of the proposed ways will push more people into poverty and away from our city. If there is absolutely no other way to maintain safe operations of the Metro system but to cut hours, I strongly urge extending Metrobus operations to cover all major routes with frequency of at least 15 minutes. Affordable, reliable, convenient, and safe public transit is absolutely crucial to our city and its people thriving.

Jill Raney

Metro Staff,

Hello! First, let me thank you for reaching out and collecting rider feedback. I can appreciate that you all are in the difficult position of enhancing infrastructure and bolstering finances while maintaining effective service to riders, all while being under a microscope from press and politicians. Making a concerted effort to garner rider feedback as changes are made is critical, especially given the myriad of transportation options in the District.

By way of background, I am mid-career professional in the technology field who has a car, but prefers public transportation. I live in Northwest DC (Van Ness) near both the metro stop and the bus lines on Connecticut Avenue. Living in New York in the past has instilled in me a "metro first" mentality and, overall, I would give the system high ratings. It is clean, spacious, safe, and generally on time. While I would rank the New York subway higher given its greater geographical

Appendix A - Metrorail Operating Hours Written Testimony

coverage of the city and 24/7 operation, I would put Metro on par with Boston's "T"...and certainly more effective than the subway systems in Chicago and Philadelphia. So all this is to say that I think the system is effective and I hope you all can adjust operations to maintain its solid place as a mode transport to DC-area residents.

With all this as context, here are some suggestions regarding the schedule changes and general operations:

- The midnight cut-off time on the weekends is too early. While I do not frequently stay out until 3am, wrapping up a dinner @ 11:30-ish is common, and having to "run" to the metro is inconvenient.
- On weekdays, the midnight cut-off is helpful and an 11:30 cut-off would be problematic because I often have networking events or business dinners that run until @ 11:30.
- If an earlier cut-off time is implemented, bus service should be expanded to accommodate the reduced transportation options.
 - While I can only speak to the L1/L2 "After Midnight" routes, the current late night routes are infrequent and would not be effective in aiding riders with no metro.
 - If extended bus service on all routes is too costly, perhaps main arteries can run until 3am to provide accommodation.
- Taxis/Uber/Lyft as the substitute transportation option would be cost-prohibitive for many residents. I am stable financially, and the typical cost differential in Lyft (\$12) vs. Metro (\$2) on my return trip home in the city is significant...especially if incurred frequently. I can only imagine that for residents with less ample income, the problem would be exceedingly tough.
- The silver line is an excellent addition!
- The new cars are very nice. I like how they show the route paths like in NYC subway.

I hope this is helpful!

Sincerely, Jason

Hello,

I am writing to discuss your new proposal of hours.

Right now, you are suggesting that we either sacrifice weekend day service for night service when there is a perfectly reasonable middle solution.

DC is a major metropolitan city, and it doesn't serve the community either way with the metro being open at noon or 9pm, or by not being open past midnight. As a woman, I wouldn't take a metro bus leaving after metro closing hours. While I have had many good experiences with the bus, I've also had ones that are not as good and even scary. Especially on a line that I am unfamiliar with, I wouldn't have the bus for extended hours. While this is only my perspective, having decreased hours (at least for me) would result in me using the metro less, and thus you losing revenue.

Opening up the metro at 9am and noon is a fool's errand, and would amount to a huge amount of loss of income from tourists. This leads me to believe a late night proposal isn't being taken seriously, which is problematic in my mind.

I believe that you should keep your hours at safetrack hours (39 hours) with the following hours:

Mon-Thu: 5:00 a.m. - 11:30 p.m.

Fri: 5:00 a.m. - 2:00 a.m.

Sat: 7:00 a.m. - 2:00 a.m.

Sun: 8:00 a.m. - 11:00 p.m.

I hope you sincerely consider this alternative because currently, the ridership is paying the cost of the mismanagement of the metro for the past several years. Metro is too expensive to not cater to the ridership. If metro stops becoming a useful or too expensive alternative, I will carefully consider whether I

Appendix A - Metrorail Operating Hours Written Testimony

should even use it, and this is coming from a monthly pass holder. What good is the pass if it can't accommodate when I use the metro?

Thank you so much for taking the time to read my thoughts, and I hope you come to a decision that not only benefits the needs of the system but also the ridership.

Best, Bridgette Reilly

Dear Metro,

A few thoughts:

Push the bus option, get celebrities and DC officials and politicians to ride the bus, increase security, and make buses run 24 hours a day. It's a stigma/perception problem: only poor people ride the bus. Not true, but that's how it's perceived. Make sure bus routes are advertised on Metro trains and at stations, on the platforms where people can study and learn about the bus options: "If you ride the Green Line from here to Archives, your bus route is #67"; "you can get from here to there on Metro bus 24 hours a day: find your route at wmata.com/whatsmybusroute." Show pictures of the bus route.

Highlight bus routes that drive between commonly visited places: "City Place to the White House? Route 89 will get you there."

Train bus drivers to deal with people who are not familiar with using buses: the difference between a surly, impatient driver and a cheerful, helpful driver, showing me how to pay correctly, ESPECIALLY for tourists unfamiliar with Metro system, is huge.

Tourists: put bus schedules at all the hotels, make sure concierges understand what route their hotel is on, and how to direct people using buses.

Workers at hotels and restaurants and on overnight shifts, and performers at theatres and music venues need 24 hour public transport options. Advertise the fact that buses run 24 hours a day for all the people who work after hours. "We're here for you after hours: not everyone works 9-5".

Lower the bus rate for after hours: half price any time trains are not running.

Businesses and concert and sports arenas need late hours for trains on weekends. If you know there is a Bruce Springsteen concert at the ball park that won't get out until after 11:30pm, keep trains running. Tailor trains for the big events to show flexibility and cope with thousands of people trying to get home after spending a lot of money downtown.

Educate people about the public transportation budget. Compare budgets in foreign cities in Europe and elsewhere, showing how much more money is invested in public transportation and why that is a good idea.

Enlist the help of environmental organizations like 350.org, to push using public transportation, and to demand more funds. Show how many for profit corporations push the cost of transportation onto their workers, how greatly they benefit from a well run, extensive public option, and demand higher contributions from them.

Good luck. I love our Metro.

Green Line ftw!

Sincerely, Jennifer Mendenhall.

Hello.

I would like to make a plea for keeping Metro open later than midnight on weekdays for the health of businesses downtown.

I work at a theatre in downtown DC and we have already seen a decline in ticket buyers as well as audience members leaving the theatre early or in a rush (and in an unsafe manner) because of early metro closures. Often times the theatre where I work, as well as others I know of in this area have shows that do not let out until 11pm or later which makes it difficult for our patrons to have an accessible ride home - not to mention those of us who work beyond the end of the show trying to get home.

In the past 8 years since I have worked in this industry downtown, I have seen the incredible growth of restaurants and entertainment options that keep people in the area beyond when businesses close. I have also worked in the tourism industry in that time and am constantly asked by visitors to our city what there is to do downtown once the museums close and am proud to recommend many of these great options. But they are concerned about getting back to their hotel after the show without paying the large fees of a taxi.

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I implore you to consider the impact of closing Metro earlier than midnight on the restaurant and entertainment industry. Consider the patrons who need a safe way to get home that will keep intoxicated drivers off the roads and coming back to the businesses downtown. Consider those of us who work in the entertainment and restaurant industries who need an affordable way to get home after their work is done.

Thank you for asking to hear from your riders. Thank you for taking the time to read this message. Thank you for your consideration in this matter.

Sincerely,
Jocelyn Callister

Instead of asking people who don't know anything about TRANSIT PLANNING...you should probably consult a city with a thriving subway system. Asking people in 3 different states to choose anything for an entire system that's already jacked up is foolish. Copy New York. If the train ran for that price/frequency, I wouldn't mind half the issues that happen on WMATA

Proposal #3 is the best option.

I believe concentrating on only operating hours in the survey is shortsighted. Part of Metro's planning should include continuation of the SafeTrack model. While this has been an inconvenience for riders, it has distributed the disruptions over time and provided the hours needed for repairs and maintenance. Riders have figured out workarounds that could be used for future limited service periods. Washington is a major metropolitan area and needs a subway system that provides service both in early morning and late night.

Date: Oct. 8, 2016

To: General Manager and Directors
Washington Metropolitan Area Transit Authority

re: Testimony on Proposed Changes to Hours of Operation - No to Option #4

This congregation deeply appreciates the service the staff and Directors provide - not just to the agency and those that use it but to everyone in the region as the Metro system's operation affects everyone. It is understood the urgent need to improve safety and general and on-going maintenance services at Metro.

More than 2 decades ago Luther Place Memorial Church and the Downtown Cluster in which we participate, supported an earlier opening time for Metro on Sunday mornings to facilitate the ability of persons to attend worship services. The reasons for this are numerous. Use of metro saves hours of cars operating on the region's roadways. Moreover, more and more persons do not use cars and having metro available provides an effective, smart transit option.

Indeed, the metro's opening at 7 am on Saturdays and Sundays provides support to congregations that despite increased congestion and numerous road closures have chosen to remain within the city. Over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.

Given the reliance that many have come to have on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for local congregations and their members. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous events held by local congregations. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

It is urgent that Metro be successful in its goals for improved safety and reliability. It is my understanding the other proposals, proposals 1 - 3, would help achieve those. Hence the Downtown Cluster of Congregations would urge adoption of one of those 3 options and not option 4 given its impacts.

Thank you for your consideration and efforts.

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Respectfully,

The Rev. Karen Brau,
Senior Pastor
Luther Place Memorial Church

I am in favor of proposal n. 4

Thanks
Luca Bandiera

Good morning,

I have some thoughts on the proposed hours I would like to share. I voted for Proposal 3 because I believe being able to use the Metro Rail system after midnight on weekends is important, but I didn't want to sacrifice Sunday mornings completely.

Many people take the metro into DC from MD and VA for bars on Saturday nights and/or for brunch Sunday morning, so this is bad for that portion of the economy. Uber is really the one who profits! And that's a real loss to the people who live in this community. I believe that not having trains run at night must be terrible for the bar, restaurant, and concert venue industry in DC. It makes us a small town instead of a big city.

Also, I would not take buses to replace trains after midnight, because as a woman I know that waiting outside at a bus stop after midnight is not safe. If you put cameras on the bus stops I might feel differently. Also, I have repeatedly found that Bus Eta is inaccurate, and waiting a long time for a bus that might never come is especially unsafe at night. I have been harassed while waiting alone at bus stops, and have always found the Metro Rail platform to be a safer place if I have to wait a long time at night. Please take the safety of DC's female residents into account and keep the trains open so we have a safe and affordable way to get home at night.

I live in the SW quadrant of the District of Columbia but my parents live in Bethesda, MD and I have close friends in Rockville, MD and College Park, MD. Taking an Uber that far at night is too expensive. I very often return home from those places late at night and I don't think any bus route would go that far.

Thank you for your time and attention, and for soliciting this public feedback.

Respectfully, Katherine Goff

To Whom It May Concern—

I ride Metro every day (making at least two round trips a day and often more), and have done so for 35 years.

Getting to church via public transit on Sunday mornings is already difficult, but at least it's possible. That would not be the case for me (and thousands of others) with Proposal 3 or 4.

Please do NOT institute a later opening time on weekends.

Very truly yours,
Steven Alan Honley

Proposal 3 - That seems the most reasonable to me. Thanks.

Hello,
Please accept my vote for Proposal #2.

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Thank you, Maria Dennard
Hi, I live in Fairfax and commute to Arlington Mon-Fri for school (GMU Arlington campus). I usually take metro in weekends either to meet with study groups or to go to shows in DC. I love the sound of proposal 4! Jake Philipoom
To Whom It May Concern
My name is Marc Christophersen and life in Berwyn Heights, MD. We, in Berwyn Heights, are in the fortunate situation to have easy public transportation access to downtown DC, allowing us to enjoy DC's nightlife or events like marathons etc. Reducing weekend hours will limit this access. Adding late bus service from downtown to college park metro would be a great way to mitigate the impact of the new operating hours. I am sure that the college students in the area will be the using the late bus. I fully support adjusting Metrorail operating hours, if late night bus service is provided. Thank you!
Yours very sincerely, Marc Christophersen
Dear Colleagues: The Cathedral of St. Matthew the Apostle (located near the Farragut North and Dupont Metro stations) has been a place for major historical events. JFK's funeral in 1963. The visit of Pope Francis in 2015. The annual Red Mass to begin the Supreme Court year. More than anything, though, for 176 years it has been a place of worship, service, and support for everyday Catholics like me in the DC area. We come to worship God and to thank him for all that we have. We come to share our troubles and to ask for help. Our parish is dedicated to St. Matthew who was a tax collector, so we also come to celebrate public servants – those of you who in serve our community and around the world. Metro's proposal #4 would decimate our historic parish. To meet demand, we currently hold four masses before noon on Sundays. Much of our parish commutes in from Virginia, Maryland, and other parts of DC. Many members of our young adult and Hispanic communities do not own cars. Under Metro's proposed plan, these groups would be virtually unable to come and worship with us. I recognize the demands placed on Metro. I know that there are pressures to stay open late to accommodate sporting events or the bars and clubs. I want Metro to be successful in its goals for improved safety and reliability. I just pray that Metro will also see its important role in bringing people of faith to their places of worship and closer to God. I believe proposals 1-3 would help to achieve everyone's goals. Thank you, Carmen Mezzera
To the Metro Board and Staff: I am writing to express my opposition to the proposed change in Sunday operating hours that were recently announced. My congregation is in the Dupont Circle neighborhood of Washington, DC, just a few blocks from the Red Line stop. At present, many of my congregants relay on Metro to get to to our services on Sunday morning. This would represent a significant hardship for our members if there was no Sunday morning Metro service. I hope you will reconsider the wisdom of the potential change and continue the current Sunday schedule.

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Sincerely,

Jeff Krehbiel, Pastor
Church of the Pilgrims
Presbyterian Church (U.S.A.)

To The Washington Metropolitan Area Transit Authority Board and their CEO -

As a college student, I used the late night metrorail service all the time to get from CUA to Farragut North, Dupont, Foggy Bottom, Clarendon, Woodley Park and College Park. If this service is eliminated, you are just going to kill the nightlife of DC. DC barely has a nightlife (Unlike New York or LA) as it is and by destroying that you're going to drive people out of the city. By keeping people in the city they spend more money and want to live in the city, which means more money for WMATA. Now is a great time for public transit because you have millennials behind it. Just 20-30 years ago it was all about car ownership and no one cared about public transit, but people want to live in the cities again not the suburbs and with that needs reliable public transit. Also, the excuse for needing more time to work on metro does not cut it. Let's talk about the San Francisco cable car, that system is much much much older than your system and they only get less than 6 hours a night to make repairs. Let's look at New York 24/7 service with interruptions at night, and that system is ancient. Cutting service will force people to move to other cities that have flourishing public transit, like Denver, LA, and San Francisco. This is not the solution. One solution that I would propose is, having a shuttle service. Meaning that the metrorail will be in shuttle mode where it operates only on one track and goes back and forth for different segments. With that option you can have express service, skipping and closing stations that are close together that people could walk too. Eliminating the need for station managers. People won't mine waiting, just as long as there is a train coming within the hour. Look at it today people will still wait for a train to come even if it is 30 min out. The other is operated only certain lines, close lines that are in less of a demand. No one wants to take a bus late at night, it takes longer. If anything, at least bus service should run from every station to the next station almost like metrorail. Or have bus and late metrorail together. These days I have to decide if I'm going out because of getting home. With late night I never had that problem. Also, this is the Nation's Capital we should have the best in the country setting an example for the rest. This means new technology like using your smartphone to pay for fares, like SEPTA. I do not know why we discontinued those new fare gates. How can SEPTA have something we don't. We should have service that's around the clock even if it's one train every hour, better technology, better trains, better maintenance, and better customer service. With that I think it is the wrong move to cut service you are just going force people to move out and drive. Making DC once again a working city not a living city, and there goes DC'S statehood montions. Thank you for hearing me out and I hope the board and CEO reconsiders their options.

- Concerned Public Transit Advocate

due by 5 pm, Tuesday Oct. 25th

My comments may come off as strong, but I think the wider picture needs to be taken into account if option 4 is approved by the WMATA board.

"While we recognize the hard work that WMATA is doing to ensure safety for all passengers during this time of rebuilding, and realizing that no option will appease everyone, we as a parish are strongly opposed to option 4, which would not open Metro on Sundays until 12pm.

While commerce and business operate 24/7 in a city like Washington, DC, a central aspect of people's lives, religious celebrations, have historically been celebrated in the morning, particularly on Sunday mornings. As a parish, the Cathedral of St. Matthew is made up of 1/3 Virginia residents, 1/3 Maryland residents, and 1/3 residents from every corner of DC. As it currently stands, bus service is inadequate within the bounds of Washington, DC, and burdensome for those living in Virginia or Maryland. Shutting down metro until 12pm on Sundays would be a death sentence for our parish community, as parishioners would almost certainly not be able to make it to our Sunday morning services.

Additionally, as a parish, we are very much concerned for the welfare of our brothers and sisters, in particular those of lower incomes. The business community in DC is build on the backs of low income workers, from waiters and waitresses to concession stand workers to janitors and cleaning crews. The business community will want full service for patrons, but that service can only happen if workers have adequate access to transportation to work. Men and women who

Appendix A - Metrorail Operating Hours Written Testimony

make minimum wage or who rely on tips at work will not be able to afford taxis or Ubers to get to work on time, and will face difficult choices, if not outright unemployment.

We strongly believe that people of faith and low income workers should not be punished for the failures of WMATA over the past 30 years, nor should any proposal to improve WMATA have such a devastating impact on a particular segment of our city's population.

We urge the WMATA board to heed the call from Paul Wiedefeld and select option 1 as the most equitable and fair for the citizens of our community."

I think Proposal #3 makes the most sense, since it extends service hours later on weekends but it also starts them relatively early in the day as well.

RB

I write on behalf of the 2100 registered households of St. Matthew's Cathedral as well as the many visitors we have week after week. Our parish is deeply appreciative of the service provided by Metro. We are located very close to the Farragut North and Dupont Circle Metro Stations and they are very convenient to the Cathedral. We also recognize the urgent need to improve the safety and the on-going maintenance services at Metro.

Many of our parishioners are young adults who do not have cars and utilize Metro. Thirty percent of our parishioners are from Virginia and they take advantage of Metro. Many of our parishioners are Hispanic and do not live in this area. Many of them take Metro to the Cathedral. Our services now begin at 7:00am on Sunday. Our Religious Education programs begin at 9:45am. The life of the Cathedral on Sundays has come to depend upon the Metro system.

I want Metro to be successful in its goals for improved safety and reliability. I believe proposals 1-2 would help to achieve those. Proposal 4 would be unacceptable in my mind. We need the opening to be at least by 7am. Proposal 3 would not be ideal but we could live with it. I respectfully ask you to seriously consider these requests. Please know that we want to cooperate with you. If I can be of any assistance or if you have any questions, please do not hesitate to contact me.

Rev. Msgr. W. Ronald Jameson
Rector
St. Matthew's Cathedral

Cutting back operating hours is patently asinine. Metrorail should be thinking about broadening horizons, expansion, and innovation. Frankly, cutting back operating hours to do maintenance that should have been done YEARS, if not DECADES, ago is a slap in the face to today's riders and taxpayers. What needs to be done is everyone involved has to put on their big boy/girl pants and work on the double to get the maintenance done under normal operating hours. If it takes firing inadequate workers, hiring better and more efficient staff, and telling the unions that the old rules don't apply and changes have to be made, so be it. If WMATA isn't going to completely overhaul the status quo, they might as well (#midaswhale) fill in the tunnels with concrete. At least nome more lives will be in danger then.

Dear Sirs,

I take Metrorail for business downtown (WMATA), to go to museums, the 4th of July and other special events. I ride the Green Line from the RT5 end and the Red Line to National Station.

My son rode it every Friday so I could pick him up.

I need safe service for my work and for my family. No one in my family is going to ride the Metro until I feel it is safe! So the less time you take to fix it and make it safe the quicker I and my family will start riding it again.

Stop wasting time trying to accommodate baseball games, basketball games hockey games. They can adjust their game schedules to fit Metro closing times. Get it fixed so we can all feel safe again and begin riding again!

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Thank you for your time,

John Hartline
Executive Director
Tri-County Council for Southern Maryland

October 7, 2016

To: General Manager and Directors
Washington Metropolitan Area Transit Authority

From: Dr. Cheryl J. Sanders, Senior Pastor
Third Street Church of God, 1204 Third Street, NW, Washington, DC 20001

Re: Testimony on Proposed Changes to Hours of Operation

We oppose Proposal #4 because it would make it impossible for worshippers who travel via Metro to attend either of our Sunday worship services at 8 a.m. and 11 a.m. Our preference is for Proposal #1.

cc: Terrance Lynch, Executive Director
The Downtown Cluster of Congregations

Proposal # 3 Waterfront Metro resident - This one suits my use.

I vote proposal #1. Our office open at 5:30am and we have staff in the building until 11pm regularly that use Metro services exclusively.

BE WELL,

Dawn
Dawn Hubbard-Powell
Division Head, Aquatics and Fitness
Health and Fitness Department
Bender Jewish Community Center of Greater Washington

Dear Sirs:

The D.C. Baptist Convention which has approximately 60 congregations in the District of Columbia feels that the Metro service should be open at 7 am on Sundays. The members of the churches which would represent more than 20,000 people pay taxes to the City and fares to the Metro system and have done so for decades. They have participated fully in the health of Metro over these years. Further, some of these religious groups pay taxes on property within the city, even though we do not feel that such assessment by the city follows the common standards of religious liberty. The activities of these groups should be supported fully, for they add to the common good of the city.

We would also argue for religious congregations, our Jewish and other 7th day groups, that meet on Saturdays that the Metro service should be open at 7 am on Saturdays. They need the support of their activities to express fully Religious Freedom.

Religious expression is essential to the health both of the city and of the residents of Washington, D.C., and the city residents should be supported in their need to so express themselves.

Sincerely,

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Robert D. Cochran, Executive Director/Minister
District of Columbia Baptist Convention

This agency deeply appreciates the service the staff and Directors provide - not just to the agency and those that use it but to everyone in the region as the Metro system's operation affects everyone. It is understood the urgent need to improve safety and general and on-going maintenance services at Metro.

More than 2 decades ago the Downtown Cluster of Congregations and its members supported an earlier opening time for Metro on Sunday mornings to facilitate the ability of persons to attend worship services. The reasons for this are numerous. Use of metro saves hours of cars operating on the region's roadways. Moreover, more and more persons do not use cars and having metro available provides an effective, smart transit option.

Indeed, the metro's opening at 7 am on Saturdays and Sundays provides support to congregations that despite increased congestion and numerous road closures have chosen to remain within the city. Over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays.

Given the reliance that many have come to have on using metro to access worship services, Proposal 4 would certainly be the most onerous and negative for local congregations and their members. Opening 2 hours later on Saturday and 5 hours later on Sunday would drastically impact access to numerous events held by local congregations. It would be a step in the wrong direction for those that seek to attend worship services those days - as well as for others seeking to get to work or return home from work, as well as the many other users who utilize it to go about their lives on those days.

It is urgent that Metro be successful in its goals for improved safety and reliability. It is my understanding the other proposals, proposals 1 - 3, would help achieve those. Hence the Downtown Cluster of Congregations would urge adoption of one of those 3 options and not option 4 given its impacts.

Thank you for your consideration and efforts.

Respectfully,

Terrance Lynch
Executive Director
The Downtown Cluster of Congregations

While I think that the proposals are a good idea, I feel like ending metro service prior to last call for bars is a bad idea, can cause significantly more people to drive drunk and a possible loss of revenue as these people will now be taking cabs/uber.

Proposal #4 makes a good amount of sense, but instead of having it close at midnight on the weekdays, have it close at 1130 and use those 2 hours and have metro run 10-11pm on Sunday.

Dan Burkes

Proposal #2

Kathy Yoo
Guest Service Supervisor
The River Inn

I find it strange that the London Underground is now operating 24 hours a day (after a long hassle with the unions). Is Transport for London just a darn sight cleverer than WMATA?

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Peter Pennington

To whom it may concern,

I understand the need for additional time to conduct maintenance on the Metro system. I suspect that most riders, even if they are not happy with having less time to rely on the system, would understand the need for this maintenance as well.

With that being said, news reports such as this one are infuriating:

https://www.washingtonpost.com/news/dr-gridlock/wp/2016/10/05/this-one-incident-of-tremendous-waste-says-a-lot-about-whats-wrong-with-metro/?postshare=9611475682768096&tid=ss_tw

If you are going to ask us to curtail the hours we can use Metro - and indeed, ask lower-income workers who rely on it to risk having their schedules ruined - and devote additional time to maintenance, you owe it to us, your customers, to actually use the additional time you're taking away from us.

Otherwise, riders will continue to desert you, and the death spiral we're all worried about will happen. And WMATA will deserve nothing less if it cannot provide its customers with some sense that the work it's doing, and the time it's taking when we can't use the system, actually matters. If you cannot guarantee that "horror stories" like the one noted above do not happen again, I do not support curtailing hours at all.

Sincerely, Zachary Bernstein

Dear WMATA,

I took the survey but wanted to provide some written comments as well. My first choice, far and away, would be to restore the previous, pre-SafeTrack operating hours. I understand that many feel those hours were unsustainable, and they seem to be off the table going forward, but I think they were very good hours. It might make more sense to just make trains less frequent around opening or closing to allow for maintenance. There are systems, like New York City's, which operate 24 hours--surely with smart scheduling, maintenance can take place without shutting down the whole system?

Of the options presented, I strongly prefer Option 4. To me, late-night service is essential. DC is quite lively on the weekends, and natives, Millennials, and political types who need to blow off steam all go out and support local businesses. And perhaps more importantly, there are thousands of service workers at those local businesses that need affordable transportation options to get home after work. Closing at midnight seems like a huge sop to the taxi/Uber industry, which just crowds roads, increases pollution, and has the potential for deadly accidents. Opening later on weekends seems like a very fair tradeoff there. Many people enjoy sleeping in on the weekends, and the late opening Sunday will allow Metro drivers to attend Sunday morning religious services, like those held by many Christians. (I would assume/hope accommodations are made for drivers of other faiths, such as Jews and Muslims, to observe their own times of worship.)

Thank you for opening this important issue up to public comment. I remain a strong believer in WMATA, and want it to be bigger, better, and more affordable to all. I want it to be the sort of public transportation visitors around the world admire and envy. I hope the board won't react defensively to recent setbacks by putting the system on a death spiral. How can we attract riders back if Metro isn't operating when they need transportation?

Respectfully,

Alex Kyrios
Petworth Resident
Librarian

To Whom It May Concern,

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It would be a shame for metro to start shutting at midnight or 1am on weekends because:

- 1) It impacts the working poor who can't afford cars, taxis, or Uber rides. I'd like Mr. Wiedefeld to consider the folks who come into the city from far way in VA or MD to work late nights at minimum wage. These folks will be forced to either purchase a car (which with gas, insurance, and maintenance is a major additional expense), or rely on taking multiple buses (if available at night), or taking a very expensive Uber/taxi ride home.
- 2) A world class city in our modern age that attracts talent and business must have a transit system that meets the people's needs. A transit system that shuts down on weekends at midnight and does not open until noon on Sunday is not a world class public transit system.
- 3) Public transportation systems like Metro are a public service. Their core mission should be to serve the public. Akin to a regressive tax, reducing Metro's hours impacts the most vulnerable in our society (e.g., those who can't afford the more expensive transit options).

Metro should pursue Scenario D of the options proposed. Even though this scenario is far from ideal, but shutting down metro at 11pm on weekdays and 1am on weekends is a regressive proposal that would harm DC's economy, its standing as world class city, and the people who work hard to keep it running at night.

Proposal 1

Thank you for soliciting opinion from riders about service hours. It is important, however, that you be sure to obtain information from the people most affected by changes to your service.

I am an occasional Metro rider; being retired, I take Metro whenever I can, but that is not the same as a daily commuter. Cutting back evening hours affects me, but I can choose not to do things late at night when Metro is not available, I can take a taxi, or I can drive. For the relatively small number of times I am out late, the cost and inconvenience are acceptable.

However, restaurant workers and others (performers, cleaners and maintenance workers, for example) who regularly work late hours are often among the lower paid workers. To them, the inconvenience of a two-hour bus ride (when the bus runs only hourly at late hours) is a major problem, and the cost of a taxi or private car is simply unaffordable.

I strongly encourage you to ensure that this convenience survey reaches an appropriate proportion of these people. Every cut to evening hours has a significant impact.

Dr Charles P Pfleeger

Once Safetrack is completed, there must be a return to late night weekend hours. I have been to restaurants that can't serve food on the weekends past a certain hour because the kitchen staff needs to leave to use the Metro to get home. Businesses are suffering.

There needs to be flexibility in the proposals. You are not going to do work on every single track on every line between every station every weekend, so why give us the false choices of Proposals 2, 3, and 4? When a line needs to be inspected, have reduced hours for only that line on only that weekend. When the inspections and repairs are completed... restore full service.

Isn't the whole point of Safetrack is to take our lumps now, then return to the original hours with more vigilance keep the tracks up-to-date and not fall back into disrepair? People are willing to accept the occasional early closings and disrupted service but we are pretty ticked off about permanent reduced hours.

Dear Manager,

I have seen the four proposals regarding the operating hours for Metro. Proposal four is out of the question, people have to go to work or go to their house of worship. You have to be kidding about the bus on the WEEKEND if proposal four is adopted. It's hard enough as it is. Not sure of what you are thinking about starting service at noon on Sunday. No, we must have service much earlier than 12 noon. I for one have to go to CHURCH. Please rethink proposal four. I hope you are not trying to prevent us from worshipping God. Please have mercy on us God fearing souls who are trying to worship the Lord. I can't believe someone came up with those times for proposal four. I will be praying for them. Seems like everyone wants to encroach upon Sunday, trying to stop people

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from worshipping God. That's the problem today, people did not want prayer in school. Now look at what we have in the schools, metal detectors and security. What a mess. Usually, I am a quiet soul but this proposal four I had to say something.

Sincerely, Sharon Malone

I used to frequently use Metro's late night service before SafeTrack began. Living in Fort Totten, it usually takes longer to drive from the more central parts of the city due to traffic, stop lights, etc. Rail is the fastest and cheapest way to get around. I wouldn't take a late night bus for this same reason. Not because I don't take MetroBus or have concerns about that service, but because of the time difference. If I were to take the bus to work, for example, I would be an hour ride according to the posted schedule. I spend about 25 minutes riding the rail. This is why I support proposal #4. I have ridden the last train many times in my life, but I don't think I've ever ridden Metro before noon on Sunday. Since SafeTrack began I've been forced to use Lyft or take cabs when I have never done so before in my life. I'm a lifelong Metro rider, and didn't even learn to drive until I was 28 because I could so easily rely on Metro. I would love to continue using Metro as my source of transportation, but it's becoming more and more difficult.

While I respect that Metrorail requires downtime in order to perform maintenance in order to maintain high safety standards. The issue that got us into this mess in the first place had nothing to do with the amount of maintenance hours, but that maintenance wasn't being performed in the first place due to a combination of mismanagement, negligence and an apathetic work culture. Further reducing the running hours of rail service will disproportionately affect those who rely on metro during non-peak times for inexpensive reliable transportation. The additional cost in time - by relying on slower and less efficient bus routes or money, by relying on ridesharing or taxi services is an unfair burden to put on those who can afford it the least.

If metro is going to cost it's "customers" this additional time, it should at least attempt to make it up to those who use it by providing us with 100% accurate and predictable service so that we can time our travel and avoid waiting 15 minutes on a poorly lit platform during non-peak hours.

Staying open on weeknights until midnight instead of 11:30pm makes a difference to me, but I wish there was something of a compromise between proposal #1 and #4. Perhaps a 2am close on weekend nights and 11am-midnight on Sundays. Among the options *listed*, though, I suppose #4 would be my preference.

To whom it may concern:

The Church of the Epiphany at 1317 G Street (Metro Center) has many parishioners who use Metro ago attend Church on Sunday mornings. Our services are at 8 and 11 am with more users of Metro attending at 8 than 11. Our services are quite distinct and while in theory people could switch from 8 to 11, in practice this is unlikely to happen. We therefore have a strong preference for the options that have Metro running beginning at 7 am on Sunday.

I feel certain that we are not the only "Sunday business" for whom a late start would be an issue.

The Rev'd Geoffrey M. St. J. Hoare
Interim Rector
The Church of the Epiphany

Dear Board of Directors,

Option # 4 is a death blow to downtown churches, since most church services start before noon. For my church, many members either attended as children or as college students, who after they married and started a family either moved to other parts of the city or suburbs. I would imagine there are plenty of other downtown churches in a similar position. I would say about half the congregation uses metro to get here, a quarter drive and a quarter can take the bus or walk. Of the four proposals, #3 seems to me the best balance of not ignoring church needs, but also mindful of people who want to go out on Friday and Saturday nights.

Sincerely,

Kevin B. Rost
Administrative Assistant & Facilities Manager
The United Church

Dear Sir or Madam,

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WMATA seems to be baffled that ridership is down, yet continues to limit hours, increase delays, and raise prices. Is it really that difficult to figure out?

I live and work in the District and do not own a car. I am continually asking myself why WMATA insists on punishing me for being a customer. Making me late for work, late for social engagements, taking hours out of my day as I attempt to leave early enough to be on time.

I moved to DC almost 4 years ago, and from the get-go my policy was, if I need to get somewhere via metro on the weekend, expect that it will take at least an hour, regardless of the distance. And amazingly, over time it has only gotten worse. If I have anything that keeps me out until, god forbid, 9 or 10pm, I am better off Ubering home unless I want to spend 35 minutes waiting for a train, that will then surprise single track, hold at multiple stations for 10 min each, and eventually arrive back at my home station.

All this is to say, while I appreciate that our opinions were recently solicited via survey and other means, your clearly already-settled choice to increase closure hours by 8 more hours (regardless of which opening-closing hours proposal you choose) is truly disappointing.

There are many other cities in the US and globally that seem to have this whole metro thing worked out. In all seriousness, what efforts have been made to study these other cities' service and maintenance programs and bring the lessons they have learned to the WMATA system? I have lived in a number of cities with extensive public transport systems and WMATA has been by far the most frustrating and tone-deaf of them all.

Please stop abusing and disappointing the few riders you have left.

Thank you for your time and attention.

Best Regards, Claire Cassedy

There is only one proposal and that would be #4. I have worked in this city in the restaurant business for 20 years. It is essential for the business that the metro stays open so we can ride home from work. You will cripple the restaurant work force. You want to see the wrath of Congress then start closing some of their favorite restaurants and bars down. There's two things about the city that has not changed since the 50s, politics and restaurants\bars. One can't work with out the other. We need each other. The main piece to all of that is the metro. It provides a safe ride for all of us.

I have been a resident of this city and around it since 1982. If you change this, you will single handedly influence thousands of lives on a daily basis. It called public transportation. Proposal number four is the best for the public.

Thanks for your time

To Whom it May Concern:

I am utterly baffled by the service provided on the WMATA bus lines. I have lived in DC for almost 9 years and seen it get increasingly horrible. I take the D4 to Franklin Square daily from 8th St and K St NE. There are several problems with this line:

- 1) It never comes on time. The WMATA app shows it will be there in a certain number of minutes but never arrives as stated
- 2) It's over-crowded every weekday
- 3) The bus driver allows passengers to get on with bags of clothes, suitcases and tons of items and then sit taking up 2-3 seats
- 4) The bus drivers are rude and unhelpful

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5) MOST IMPORTANT – there are NOT enough buses. You merged the D3 and D4 in the summer, but the D4 only comes once every 20 minutes. Sometimes there is a 35 minute gap between buses. This is not acceptable. Why would you merge two bus lines and then provide *less* service than when there were two routes.

6) There is a woman driver of the D4 every weekday morning she arrives around 735am. She has another WMATA employee on the bus every day who blocks the entrance and stands there to talk to her then gets off at NY Ave metro area, probably working there. This woman is rude and I'm not certain why she's allowed to stand up front each day.

You say you will offer supplemental service on your bus lines but that has not happened. What are you waiting for to implement more buses and more frequent service? On top of all of this, the other viable option I have is the X9. When and why did WMATA stop charging \$4 for this express bus? It is now \$1.75 which makes it over-crowded and unruly. The passengers on the X9 are rude and jam on with food, music blaring and shouting. You should make the bus charge align with the POSTED prices, not offer this for \$1.75.

Your service, for a large city, is atrocious. Please increase the buses on the D4 line and teach your bus drivers some customer service skills.

The options are unacceptable. We need late night (3am) and Sunday (early for church) hours.

We're the nation's capital. Other cities in the US can handle hours longer than this. Not every line will even be worked on during the time closed, so shutting everything down to fix one section of one line is a pretty terrible decision.

Hire better and more efficient workers. Quit passing these problems off on your customers.

Kiersta Barnes

Of the proposed changes, I would most like to see Proposal #3 implemented.

Very truly yours, Laura Golden

Thoughts on the service time proposals:

Closing before midnight on any given day is simply unacceptable. This is a public service that my (and many of our jobs) rely on. Opening after 7 on the weekends keeps people from getting to morning jobs.

Out of all of your proposals, #4 seems the best, but Sunday would need to open by 9 am. Maybe open at 5:30 each week day, then close at 2:00 am on Friday/Saturday to make up the extra time?

If you need longer hours on specific parts of tracks, consider planned, specific shut-downs with shuttle bus service, like SafeTrack.

It seems that WMATA is trying to give itself lots of leeway to do repairs and maintenance instead of carefully and meticulously planning. Service interruptions should be specific and planned.

All best, Isaac Evans

To Metro's Board of Directors:

Hello, and thank you for allowing me to provide input on Metro's desire to reduce hours of service.

Metro has asked the public to comment on a fallacy of false choice. <http://www.popville.com/2016/10/proposed-changes-to-metrorail-operating-hours/>

Clearly Metro has to have more repairs done on a regular basis, and the man-hours of the past will not suffice.

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BUT: By requesting the public to pick one of four options to gain more repair time, the wide range of alternative solutions are closed off from discussion. No doubt Metro will use responses to these four alternatives to falsely show support for reducing hours. Yet the public would likely support alternatives not offered, such as increasing repair crews and managers, limiting hours only at the outermost suburbs, or finding ways to increase efficiency within the hours available.

Shortening hours of Metro operation is NOT the only or even the best solution. It would be a huge step backward for Metro, and a huge curtailment of economic activity. I fear the decision to ONLY consider reduced hours shows political bias: would some board members vote to appease constituents versus what makes sense for the region as a whole?.

The vibrancy of the regions urban centers relies on Metro: availability of a ride early in the morning and late at night is a key to drawing the energy and excitement of a wide diversity of users. Late Metro hours mean more revenue for entertainment venues, fewer car wrecks from drunk drivers, greater sense of safety around metro stations, and fairness to those who work the late shift.

Please don't make this problem into a shortsighted "Hobson's Choice", ie, cut hours or have unsafe metro. Consider better solutions: Hire more crews to work in the time available. Limit service to the quietest suburbs. Develop more efficient, less time-consuming fixes. Spend more to get more durable components that require less maintenance.

Keep our urban centers vibrant! Don't cut Metro's hours.

To whom it may concern:

As with all the other push-poll type surveys/presentations WMATA has used to try to bully its way into hours not befitting a first world city, this one leaves out the obvious other options: a) return to previous hours (because every survey needs a baseline), and b) return to previous hours but with targeted and schedule shut-downs to allow works on the track.

None of these options are really acceptable. On Fridays and Saturdays, the last train has to be after last call, otherwise people will drive, and that is not a good idea. On Sundays, the first train needs to get people to church. None of these do that. It's also a big f you to food service workers who live in the burbs because they can't afford the city on \$10/hour. You really think buses can cover the routes they take? I doubt it. Even if they tried it would take twice as long. People have places to be, they don't have time for this nonsense.

I appreciate that they have more track to cover, but the way to fix that problem is not to close the system for longer periods of time, it's to hire more people to work the same amount of time, or just hire more efficient people. Really, their whole argument for why they need to do this just does not hold water.

WMATA has already admitted they won't be working on every line every additional hour. Therefore, there is no non-budgetary reason to close earlier for the lines they're not working on. The proposals provided to the board and to the public are lazy and inadequate, and they need to be sent back to the drawing board until they provide a real justification for cutting hours so haphazardly.

What the proposal should be:

Proposal 5

Keep all hours as they are. Occasional shut downs of specific areas when serious work is needed.

Fire all contractors who currently are in charge of doing all maintenance and find a company that will do the job well and efficiently.

Sincerely,

Esley

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SE DC Resident
Please, please, please do not cancel the Sunday morning buses. I don't have a car and I need to ride the bus (the 10B) to get to church. I know there are other people on the same route who are on their way to church as well. Thank you very much. Shari Hughes
Hi there, I tried to take the online survey that was linked in the POPville email. So, I'm using the email to address to express my opinion about the service hours. I'm in favor of Proposal #4 - I think its really important to try and ease traffic congestion and drunk driving by having the metro open later - especially on the weekends. Best, Heather
I speaking to ask you to either recommend proposal Numbers 1, 2 or 3 but eliminate number 4. Changing to proposal number 4 will hurt economic businesses, tourism & people attending early Sunday activities. If you recommend proposing number 3 will allow folks to attend Friday & Saturday late evening activities more than you currently have. Proposing any of the first three proposal options will keep the weekend ridership at reasonable levels & maintain average attendance ridership. If you go to proposal number 4, people will be sent away, ride cars, transit buses or move to new neighborhoods. So I recommend you to maintain most of your current weekend hours as possible.
Nothing I write here can adequately express my anger at Metro, and the arrogance and stupidity of its Manager and Board, for alienating those who have remained loyal to, and suffered from, this crumbling system over many years. The four "options" you present are poorly considered and downright dumb. (I could present better options, with the same number of hours, in 10 minutes.) But you're too tone-deaf to actually LISTEN to your customers and arrive at a solution that makes sense. You simply don't care. The "no exceptions" to the altered system schedule during this extended maintenance period, even for exceptional events like the Marine Corps Marathon and Nationals playoff games, is absurd. Could WMATA possibly show greater disdain for the region, and the customers, it serves? If the Nationals make it to the World Series, whether one is a baseball fan or not, that will generate tremendous regional pride. The Washington Metropolitan Region has waited decades for a winning sports team. But you're going to pretend that's silly? And in your arrogance you're going to strand thousands of fans and embarrass all of us? AND, then you wonder why those who live in this region won't support the tax structure needed to fix the system? Seriously, how stupid can you be? You're spitting on the very people whose support you need to make this system work. Please note, after 27 years of loyalty, you've lost me as a rider. I'm disgusted. And I'm one more solo driver clogging the streets. Paul J. Wiedefeld needs to leave town. Jonathan Welch
First of all, I don't like any of the proposed changes. I realize Metro is dealing with lots of issues and we need to make the time to fix them, but it's embarrassing to live in a place that claims to be a major city, yet is thinking about shutting metro down at 10 or 11pm. I have a 9-6 office job and I bought a car when SafeTrack started. I no longer rely on Metro unless I absolutely have to. However, I am extremely concerned for people who don't work 9-5 hours, commute significant distances, and rely on public transportation in order to arrive at work and make a living. I believe Proposal #2 is the least damaging out of all of the proposals because it minimizes the impact to those working early and late shifts. Thank you, Amelia Saletan
They should open earlier than noon on Sunday. Are you kidding? Weekends until 3am. Is this not the Nation's Capitol with tourists year round.. what other city in the world has a late night metro that closes early???? Hello - please note that my brevity is out of respect for your time; it is not intended to make this email appear as a casual suggestion.

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It is with 20 years of Red Line riding experience that I humbly and sincerely ask you to find a way to start communicating to Red Line riders, ahead of the upcoming Safe Track program, to lower their bags off of their backs and shoulders when the train is crowded. There is a lot more room and many fewer uncomfortable moments when bags are lowered and the train is packed.

Two things:

1. 8:50am train yesterday: a whole bunch of clearly well-educated & well-employed riders got into a pushing/bickering match on the single-tracking 8-car train and it only got more tense as we approached the city
2. the Red Line safe track series will be the first time we add winter outerwear to the congestion. There is just no room for wearing backpacks, stuffed messenger bags and massive purses. There's a lot more room around our legs.

Please help! Many folks are completely unaware that their backpack is taking up the space of a whole 'nother person!

Thank you,

Katie Riley

Proposal #4

As a restaurant owner, proposal 4 is the only one that works for the service industry in DC. It is imperative to be only late both for our guests and employees.

Josh Saltzman

Owner of KBC, Ivy & Coney, PORC, and probably some other stuff

Hello!

I would like to see Proposal #4. Keeping the metro open late on friday and saturday nights will encourage people to come into DC because they know they can make it back home after 2 AM once the bars close.

To whom it may concern:

First, I took your online survey regarding the hours and found it very limited and did not provide me with the opportunity to express my opinion. Every time I take a WMATA survey it seems designed to force the answers you want, and thereby create support for your proposals that does not actually exist if the surveys were written fairly.

As to your proposed hours, I am sick and tired of being forced to choose between leaving events early in order to catch the last metro train or having to pay large sums for parking or cabs/ubers. I have never been in a city with a mass transit system that basically strands people at major events such as concerts or sports. It's a pathetic sight when hundreds of people suddenly get up during a performance. Of course the people who are working these events have no such choice. They are stuck until the event is over, and then have to pay for cabs or ride shares or who knows.

The metro should be open until midnight at least, if not until 1 am every day and later on Friday and Saturday. Meanwhile, cutting the morning hours on weekends will decimate the various marathons and other events that begin at 7 or 8 am - how will participants get there? drive? parking is already a nightmare in many parts of the city.

Every proposal you put forth somehow hurts a segment of the ridership. I know you need to fix the system, but at what cost? I already will not take metro if I know my plans will run past 11 pm - I pay too much for event tickets to miss the end. And since it is usually faster to drive as well, I see no reason to return to metro anytime soon if it will not get me where I need to be when I need to be there. These proposals ensure you're going to continue losing riders.

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Sincerely,

Chris Jackson

<http://www.popville.com/2016/10/proposed-changes-to-metrorail-operating-hours/>
the survey on this page doesn't work. I'd like to take it.

Thanks,
Christina

Christina Koch, Manager, Professional Relations

NATIONAL ASSOCIATION OF SCHOOL PSYCHOLOGISTS

I am suggesting to please not consider Proposal #4.

There are times I may have to get somewhere before noon on Sunday and it would take way too long by bus to get to those places. More importantly, think about all the tourists who come to DC and want to use metrorail on Sunday mornings to sight see. Think about all the museums and other places that will lose visitors and money because of this. Proposal #4 is really a bad idea.

The other 3 proposals are much better options. In order of preference #2, #3, #1. But either of those will work. (#2 or #3 are tied as best options)

My only suggestion would be if there is a holiday (like July 4th) or a game that you stay open later. Metro is very good to stay open later if there is a game to accommodate those that attend.

I just looked at the Nationals schedule from this year - they had 11 Sunday games starting around 1:00. Proposal #4 would not be good for those fans at all as they probably would want to get there earlier. Think about all the crowds trying to get there between noon and 1:00. You would have to open earlier on those 11 Sundays to accommodate them. Proposal #1 might be a better option for baseball games.

I don't attend them, so personally #2 or #3 are better options for me.

Proposal # 4.

Dear WMATA,

I oppose a reduction in operating hours to respect the reliance of transit-centered communities on the Metro Train. I own a condominium located in Friendship Heights. A lot of the current value of my unit is from proximity to transit and connections to destinations at other stops. The option of participating in late-night events and access to nightlife downtown is intrinsic in the value of transit proximity.

Without late-night service, my ownership value will be directly reduced.

Alternatives: Driving and parking would be an unsafe alternative since drinking is part of the experience, and car-service costs would add financial burden. Could you instead increase the number of late night work crew shifts on weekdays? If you do cut late night train service, I would ask that suitable late-night shuttle buses that connect stations be implemented as an alternative.

If additional financial resources are needed to support both adequate transit service and track maintenance, I urge all public officials and Congress to provide dedicated funding.

-David Churchill

To Whom It May Concern,

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As one of the clergy people at Foundry United Methodist Church (1500 16th Street, NW), I am deeply concerned that proposal four would SEVERLY limit the abilities of congregation to participate in on-going worship at Foundry.

Our congregants are a diverse group of people who travel from every corner of the DMV. They represent every socio-economic class and racial/ethnic heritage. And they will be separated from their faith community, mostly along lines of socio-economics, if Metro isn't available for their use during the Sunday morning hours. Not only for our congregation, but for all houses of worship and communities which gather on Sunday mornings, I strongly urge you to reject any proposals which would limit the ability of our residents to worship and fellowship with one another.

Should you have any further questions, or need any further feedback, please do not hesitate to call me at 202-332-4010 or email me at this address.

With Much Peace,

William Edward Green

Rev. Will Ed Green, Associate Pastor and Director of Connecting Ministries
Foundry United Methodist Church, Washington D.C.

The online survey doesn't allow for alternate ideas to be introduced, so I'm writing here.

Why does the entire system have to be shut down early? Why not designate a section (e.g. upper west Red line) for inspection/maintenance each night/weekend, while running trains elsewhere (providing bus service where sections are shut down)? You're not going to be able to inspect/work on the entire system every overnight period, so why not provide service?

How are other (often much older) subway systems able to stay open late (or even provide 24/7 service) and maintain their systems but we can't? Have you talked with them? Why is London in the process of expanding overnight service greatly while we're trying to shut it down?

It seems to me that Metro is being too quick to propose radical changes without fully exploring other options. If you have explored other options, you need to be transparent about what you found out and why you're proposing these solutions rather than following the model of other systems.

Washington, DC deserves world-class service, and these proposals are the exact opposite. We can do better.

Kirby Knight

Hello,

This email serves as my comments on why Metro should not close early. My biggest thing about the train closes so early is that those who work 10+ miles from their homes won't be able to make it back home if they are working the night shift. For instance, my friend used to work at Shake Shack and regardless of the store closing around 10, they still had to clean up. Most workers can't leave until it's complete, so if they are cleaning for at least one hour and the last train is at 12, how are they getting home. Yes, they would make one train, but what if someone has to transfer, then what? Just stay at the station until it's open, and not be ready for work? There are many of people who can't afford car sharing, bike sharing, etc. What do you want these people to do? Just forget working all together. I totally understand that there is an extreme need of time, but realistically speaking, the Metro workers need to work when there is no service.

Sabrina Gantt

Clerical Assistant
Office of Administrative Service
District of Columbia Housing Authority

Hi,

Appendix A - Metrorail Operating Hours Written Testimony

I wanted to let you know that I took the survey, but would have liked the opportunity to express extra thoughts. Though I don't require late night hours so much these days (late walk from Metro stop not that safe, have a car, home early because we have children), I relied on Metro for many years in my 20s. Many people without sufficient income, without the money or space for a car, who don't feel safe biking, or who live close to a metro stop rely on Metro to get around town. Uber has helped many of us who can afford a \$10-15 trip every once in a while, but that was absolutely a luxury for me at one time, and due to odd hours (graduate school) and having a much more active social life, I was often trying to get home at or past 12am throughout the week. I don't know to what degree you will have survey responders from that demographic, and I want to voice this opinion on their behalf.

Skye

Hello,

I understand that we need to close the metro to have sufficient time to pursue long delayed maintenance and upgrading, but if the Nats make it to the World Series, it would be embarrassing to not have the metro working to take folks to and from the ballpark, and see the wonderful development around the metro station there. I regularly use the metro to go to see the Nats with my son (in addition to going back and forth to work M-F).

Thank you, Robin King

Go back to late night/early morning weekend hours

Traci

Do not enact any of these proposals. Access to trains on nights and weekend is essential for nightlife, any service industry jobs, and limiting the hours of trains would be just another nail in the coffin for metro as an organization and DC as a world class city.

Dear Metrorail representative,

I'm writing in response, and as a supplement, to your recent survey about changing the Metrorail's operating hours. The survey itself was incomplete; for proposal #4, you didn't state that it would be open until 3:00 AM, despite listing this detail on the main policy page.

Proposal #4

Mon-Thu: 5:00 a.m. – midnight

Fri: 5:00 a.m. – 3:00 a.m.

Sat: 9:00 a.m. – 3:00 a.m.

Sun: Noon – 11:00 p.m.

Regardless, I believe that this is the best option, as it is extremely important in terms of both public health and DC's economy: closing metro service at midnight while bars remain open until 2:00 AM would increase the risk of DC, Maryland and Virginia residents driving under the influence, and could end up having a negative economic impact on a number of bars and restaurants that do remain open until 2:00 AM. Weekend midnight closings would also leave few options for the people who work at those restaurants and bars, and typically leave work at ~2:30 AM and end up catching the last operating metro train for their ride home.

Thank you for taking the time to read my response, and I hope you take my testimony into consideration,

John Arnst

--

John J Arnst

Science Writer

American Society for Biochemistry and Molecular Biology

To whom it may concern,

In order to reduce the number of drunk drivers/cyclists, metro and bus options must be available till 3am on weekends (Saturday morning and Sunday morning). It isn't safe for others drivers or for pedestrians to have public transit close at midnight or 1am when bars stay open till 2am.

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Furthermore, the 63 bus going south during rush hour needs to come more frequently. Currently every bus that comes between 8 and 8:45 is full. More 52, 53, and 54 buses going south during this time need to come as well.

Best, Ponta Abadi

I'm very much opposed to a permanent reduction in hours for WMATA.

Given that you are not doing maintenance on every part of the rail system simultaneously, I suggest instead doing reduced weekend hours on a rotating per-segment basis, and only reduce/cut service on the parts of the system that you are actually actively working on. This will reduce the impact on businesses and citizens, while still allowing for extended maintenance windows.

When I first moved to the DC area 10 years ago, I loved that I didn't need to have a car, and that WMATA made it easy to get around in the area. Over the past few years, the system has deteriorated so much that I rarely go into the city on weekends, and went from using WMATA to get around for leisure/entertainment purposes to NEVER using the system outside of commuting. I never know if a 20-minute trip into the city will really take 20 minutes, or whether it will take 2+ hours. It didn't used to be like this, and WMATA is the single reason why I've grown to hate living in the DC area. And it isn't just the trains--the buses are also unreliable and you never know if they will show up. I was late for a job interview once when two buses in a row didn't show, and that's not cool.

To whom this may concern -

As a college student, I used the late night metrorail service all the time to get from CUA to Farragut North, Dupont, Foggy Bottom, Clarendon, Woodley Park and College Park. If this service is eliminated, you are just going to kill the nightlife of DC. DC barely has a nightlife (Unlike New York or LA) as it is and by destroying that you're going to drive people out of the city. By keeping people in the city they spend more money and want to live in the city, which means more money for WMATA. Now is a great time for public transit because you have millennials behind it. Just 20-30 years ago it was all about car ownership and no one cared about public transit, but people want to live in the cities again not the suburbs and with that needs reliable public transit. Also, the excuse for needing more time to work on metro does not cut it. Let's talk about the San Francisco cable car, that system is much much much older than your system and they only get less than 6 hours a night to make repairs. Let's look at New York 24/7 service with interruptions at night, and that system is ancient. Cutting service will force people to move to other cities that have flourishing public transit, like Denver, LA, and San Francisco. This is not the solution. One solution that I would propose is, having a shuttle service. Meaning that the metrorail will be in shuttle mode where it operates only on one track and goes back and forth for different segments. With that option you can have express service, skipping and closing stations that are close together that people could walk too. Eliminating the need for station managers. People won't mind waiting, just as long as there is a train coming within the hour. Look at it today people will still wait for a train to come even if it is 30 min out. The other is operated only certain lines, close lines that are in less of a demand. No one wants to take a bus late at night, it takes longer. If anything, at least bus service should run from every station to the next station almost like metrorail. Or have bus and late metrorail together. These days I have to decide if I'm going out because of getting home. With late night I never had that problem. Also, this is the Nation's Capital we should have the best in the country setting an example for the rest. This means new technology like using your smartphone to pay for fares, like SEPTA. I do not know why we discontinued those new fare gates. How can SEPTA have something we don't. We should have service that's around the clock even if it's one train every hour, better technology, better trains, better maintenance, and better customer service. With that I think it is the wrong move to cut service you are just going force people to move out and drive. Making DC once again a working city not a living city, and there goes DC'S statehood montions. Thank you for hearing me out and I hope the board and CEO reconsiders their options.

- Anonymous College Student

Dear Metro Board of Directors,

I am writing today to share my concerns about the recent proposals to reduce Metro's service across the region. While I understand that Metro needs to make significant repairs to the system after deferring ongoing maintenance for a long time, I do not think it is wise to place more burden on the riders who depend on Metrorail for their daily livelihood. Metro continues to see reductions in ridership year or year, partly because of the impacts to service the current SafeTrack

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program has place on frequency of service. Further impacting service by limiting Metro's operating hours will only serve to reduce even further Metro's ridership at time that it cannot absorb more reductions.

I would like to draw the Board's attention to a recent article in Greater Greater Washington, entitled, "[Metro is proposing the most limited hours of any large rail transit system in the US.](#)" This article analyzes Metros' operating hours and frequency of off-peak evening service in comparison to other major rail transit systems around the country. The analysis concludes that:

1. The cuts Metro is proposing would give it more limited operating hours than any large US rail transit system;
2. Even before these cuts, many other systems were running for much longer hours while performing inspections and routine maintenance; and
3. Before and after the cuts, Metro would run trains in the early evening at lower frequency than many major systems. This would make Metro a less dependable option for travel outside of peak hours.

As a resident of the Washington, DC area for 16 years, having lived in VA, MD and now the District for 10 years, I've witnessed first hand the decline in service, reliability, safety, and increase in costs to the rider. It is unfortunate that Metro is proposing to further inconvenience riders and impact low-income workers who rely on Metro for their livelihood, because management can't figure out how to perform inspections and routine maintenance without shutting down the entire system. Other major systems - New York, Chicago, and PATH (NJ) have all figured this out. Instead of punishing riders further for Metro's shortcomings, Metro should be learning from these systems and bringing in the necessary talent to make this happen.

As a resident of Washington, DC, a voter in Ward 4, and someone who depends on Metro to get around this city on a daily basis, as I've made a choice not to own a car, I ask the Metro Board of Directors to strongly reconsider the recent proposals presented by the General Manager to further reduce Metro's operating hours and off peak service. More time and attention should be placed on performing inspections and routine maintenance without shutting down the entire system. Other major transit systems do this, why can't Metro.

Sincerely, Matthew Corso

It should be more than obvious that to open Metro at noon on Sundays burdens the practice of religion- many religions: Christian, Unitarian, and Buddhist and possible Hebrew Schools and Islamic center. Many people only get to the place of worship in any reasonable way via Metro.

It should be withdrawn.

Thank you.

--

Marylin J. Raisch, J.D., M.L.S., M.Litt.(Oxon.)

Associate Law Librarian for International and Foreign Law

Georgetown Law Library

To the Metro Board of Directors:

I understand that Metro needs to make important decisions about the rail system's operating hours. I write in support of returning to late night service hours for the rail system once SafeTrack is complete. As a long time resident of the District, I know what a transformation the City and the area have undergone over the last decade -- and what a critical part Metro rail has had in this transformation.

The DC region is now known both nationally and internationally for our thriving night life and our culinary scene. The explosion in the hospitality sector over the last decade has driven development and tax revenues from U Street to Clarendon to Bethesda. This sector and those of us who frequent the area's many restaurants, bars, clubs, entertainment venues, and sporting events rely on Metro to get us home at night. Part of being a major, metropolitan area means providing world class transit -- at night -- to residents and visitors.

We must keep late night service during the weekends and keep the Metro rail running late every night. While I hate having to choose among the proposed options, if they are the only feasible approaches, I would support Proposal #4.

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It is critically important to the region's future to have night time and late night rail service.

Thank you. Peter Colarulli

Testimony on Proposed Changes to Hours of Operation - No to Option #4

As the parochial vicar at the Cathedral of Saint Matthew the Apostle in Washington, DC, I would like to voice my strong opposition to Option #4 – particularly because of its delayed opening on Sundays. Most of our parishioners depend solely on access to the Metro in order to attend Sunday Masses, since they come from Maryland, Virginia, and various parts of the District of Columbia. Thus, a delayed opening on Sundays will be rather catastrophic and will disrespect the right of our parishioners to attend Mass.

I understand that Spirituality is a fundamental aspect of our humanity and may not be denied to anybody – as well as it must not be imposed on any individual. People in the DMV should not be denied their right to decide if, when, how, and where they want to attend their religious services. Furthermore, I believe that Spirituality helps an individual become a better person – within his or her family, workplace, and society in general. In addition, it should also be taken into great consideration that a large number of businesses are closed on Sunday because it is the “Day of the Lord,” a day that is kept for attending Mass and church services. Denying an individual access to their place of worship on Sunday – the “Day of the Lord” -- is indeed a great contradiction.

Therefore, I would like to urge Metro to disregard option #4 which would be catastrophic for many individuals, families, and congregations in the District of Columbia and in the DMV area.

Respectfully,

Rev. Rafael Barbieri

Rev. Rafael Barbieri

Parochial Vicar

Cathedral of Saint Matthew the Apostle

Greetings — it is essential for Metro to be open early on Sunday mornings for both tourists, church goers, and to support downtown businesses.

Sincerely, Michael Lodico (Metro user)

My preference would be Proposal #3. Although I really don't think any of these proposals give riders the flexibility they need. For example, the City of London just extended their hours 24 hours per day.

Hi - I've taken the survey, but also wanted to provide some feedback.

I completely support Paul Weidefeld's position that we need to close metro earlier after SafeTrack is complete in order to appropriately maintain a safe metro system. We do not want to again put ourselves in the position we are in now where metro has not had enough time to conduct needed maintenance.

I would urge that we keep the safety and maintenance of the system a priority, and consider rider convenience secondary.

Thank you. Jessica

Thank you for your invitation to the public to provide input on proposed metrorail service reductions.

I am opposed to all of the proposals which result in reduction to metro service hours. I would urge instead that Metro work to increase revenue from local jurisdictions to ensure that our region maintains this vital network.

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I am also specifically opposed to partnerships that encourage private carriers to provide late night service options to Metro customers. I believe that the risk of allowing for-profit entities to serve public functions – including lack of accountability, risk of inequitable distribution of services, and undercutting public sector wages—outweighs any benefit conferred by this solution.

I appreciate the opportunity to comment on this matter.

Sincerely, Keira Ballantyne

Metro short \$275

Cut off OT metro tech as metro

Buses mechanic, metro rail, metro fair ,and metro escalator.

They got paid OT for sleeping on their job

For those that work in DC, but live in MD or Virginia, not having late night metro options for lines on the rail would significantly impact DC traffic and emergency services. Please take time to anticipate the impacts of people driving on a night out, or driving tired as it pertains to the EMS system and traffic issues in the late hours of Friday night and Saturday night. Additionally, for those that live north of green belt, but use metro to go into town at night, an early shutdown makes it impossible to get back to one's own personal vehicle.

I hope these concerns are taken into consideration. Option 4 would be the best option for these cases; however, the Sunday noon opening makes for the off chance that someone must remain in DC for the evening due to unforeseen circumstances, and they must wait for a long duration of time before the metro is open again.

Sincerely, Ben Vaughn, Jr.

Proposal 4 eliminates the possibility of traveling to morning religious services by metro on Sundays and should NOT be undertaken.

The other proposals make changes at the margins while #4 eliminates a half day of travel on an important day for many.

Thank you for taking these concerns into account.

Guevere Burke

Dear Board of Directors,

I'm writing you to please be considerate on riders and the repercussions that this new proposed changes of schedule could mean to riders.

Since you have changed to midnight hours, my friends who work on the weekend now have to spend \$30 per uber from downtown DC vs. \$3.50. Do you know what that means? \$3.50 vs. \$30? that is almost TEN times more! TEN! And that is just once... in two weeks of work, they have to spend \$120 in uber when they could have spent less than \$20. In one month, it's \$240 vs. \$28. That's more than \$200 that this is taking from my friends' hard workig pockets:/

You have to understand that it's not just about an uber ONE night, you have to multiply it and the difference can be significant for us:/

On my side, while it may not be for work, I now have to consider paying \$25 dollars what I could have spent \$3 or so, when going out for fun. Again, almost TEN times.. Multiply! Multiply, please! and it can be significant on your pockets... per month, if I go out only ONCE per weekend, I could spend about \$100, when I could have spent \$12-15, if Metro would have been open like before. And that is just heading friday OR saturday and not Both! \$100 vs. \$15 is a super big difference for my pockets and for many others too (I can do a lot with \$85). And when you multiply, that is almost \$1000 more, and from just going out ONCE during weekend. Please be considerate. We don't all earn six digits like you probably do.

This change has had significant repercussions in our pockets:(it affects people who work, it affects businesses and may reduce fun times (and businesses lose too). Sigh... On the other hand, do not think of uber pool (I had horrible experience with those and so did my friends... you don't know who you're riding with and one time, these guys bothered me sooo much during the ride, it was really bad and took longer to go home than usual). For us, either uber alone or as we've always liked it, use the metro (we found it safe and reliable and TEN times cheaper is the best part too). Sigh... Please, please... be considerate. Many People

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have to work hard, two jobs, like to have fun but live paycheck by paycheck or are trying hard to save and this is having repercussions:/ don't just listen to that GM who got this job and earns \$400K, i heard. Not fair.

On the other hand, if you need to do maintenance during that time... at least just close a segment by segment, but not the entire system, please.

A little later morning openings on the weekend, if I need it... At least I have the option of the bus (not the same at all, but an option). But @2am or 3? no other option is available but \$1,000-\$2,000 of my pockets:/

Finally, do not reduce rush hour service please, please... That will make people ride it less and you will earn less. There was one of you in the Board that said that people won't stop but just adjust. That's very irresponsible to say sir! very irresponsible. You are basically going to make people's commute harsh prior to work. No, no, please, please... I rather spend ten cents more each way or so than have my station and trains super packed!! I have no problem with how it is now, I actually like it... but wouldn't if you double the waiting time or so. Sorry but That was irresponsible. We wake up early, we work hard and now what? you want to bring a nightmare to my commute... not fair, please.

Can you please, please be considerate? we all have different pockets than yours and we're happy with how it is now (except no late service).

Please be kind and considerate (not just say adjust and make our commute to work a nightmare. No, no, please). Have compassion to our lives and pockets, we work really hard and these changes can sometimes bring harsh repercussions. Thanks.

God bless.

Metro should adjust its operating hours with the goal of maximizing the time it needs to undertake maintenance and repair. This should be the priority rather than providing late-night service when comparatively few people use the system. Running buses on the street along Metrorail lines is an acceptable alternative, one used by many metro systems around the world for late-night service. You do not need to be apologetic about the need to do maintenance and repair by limiting late-night service.

I am truly ashamed to have the lousy service of Metro in Washington, DC. Outside of it's deadly service, now the city has even less time to ride the train. Many cities in this country have trains that run 24/7. Might have to wait 40min to catch a train at 4a, but at least everyone will get home. Please do not work on decreasing the hours of service. Please work on increasing the hours of service.

Brian Owen

WMATA Board and GM

Shutting down select but NOT all lines at midnight on an alternating basis would allow Metro managers and employees to concentrate on specific lines while allowing commerce to continue in the greater region. Even when the Red Line single tracked around Takoma Station and there was intense effort to make repairs, more concentrated deployment seems possible from what I observed.

Submitted by

Chris Farrell

Kemp Mill resident and Metro SelectPass user

This missive is to acknowledge that important repair work is warranted in order to improve safety and to make necessary upgrades to the Metro Transit varying systems and structures. It is also undeniable that as you go about planning to sustain a more reliable and quality control pattern of operation for the Metro system, some degree of inconvenience will be experienced and should I add will be "endured" by customers.

One of the inconvenient truths concerning the plan to permanently implement a shifting of hours of operation for Metro Transit is not every user of the system will be happy. However, I wish to add my voice to those who ask that you preserve the current early Sunday morning hours of operation. Starting Metro service on Sundays at 12 noon will greatly impact individuals who use the Metro to attend worship services. I concur with the conclusion reached by the Downtown Cluster of Congregations as shared by the Executive Director, Mr. Terry Lynch, he states, that "metro's opening at 7 am on Saturdays and Sundays provides support to congregations" he states further, that "over the last 2 decades, many congregations have relocated to the suburbs, often stating in part that the reason is the difficulty to find parking for their members that drive to services. Hence, the current metro operating hours have become a part of the fabric of the lives of local congregations - the expectation being that hours of operation would expand if anything - not shrink. Congregations and their members have come to rely on the opening hours of metro as they are on Saturdays and Sundays."

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As a District of Columbia Pastor, each week I witness firsthand several low income individuals who use the Metro system as their primary means of travel to get to and from our worship services. To deprive residents living in the region from having easy access to churches they have customarily formed a longstanding influential affiliation with is a disturbing notion. I strongly request that Metro resist any effort to cut back the Sunday early morning hours of operation. To reduce the Sunday hours of operation would impact negatively those who not only seek but find warm fellowship with their fellow parishioners. After a week of anxiety-filled pressures, challenges and distress, many parishioners crave opportunities to participate in Sunday worship services. They seek to find spiritual solace and relieve with like-minded worshippers.

In closing, please know that many people in the surrounding community have developed a great reliance on Metro as one of their necessary strategic means used to further promote and sustain a weekly commitment to a routine pattern of life for greater good and redemptive quality.

Submitted By:

The Reverend Dr. James Coleman
All Nations Baptist Church

It is my hope that the loyal customers consider the needed change to improve the system. Security is my concern for many routes; notify law enforcement to beef up security.

Employee #200493 Brenda C. Jones

In my view, one very key aspect about the different service plans is how little time is offered for people to ride if you travel at any time after rush hour.

It seems to me that among the options presented, Options 2 and 3 are the best as they each provide for a full day of service on Sunday, while providing for a later closing on Friday and Saturday nights.

With regard to the replacement bus service, I find the options presented to be lacking. While you delineate the current bus routes in the area that tend to have all night service, and there may be a proposal to increase service on certain routings - in no way is this a proper replacement for metrorail service. Metrorail provides a quick and frequent connection from the suburbs to the city and back out to the suburbs. The key feature (other than the obvious that it uses rail technology) is that it is FREQUENT and it has LIMITED STOPS.

A better supplement would be a bus system from Downtown that follows each Metro line and only stops at/near Metro stations and a very limited number of other stops. This is similar to what is done when there is a line closure during normal service hours - in addition to whatever regular bus service is available, there are shuttle buses that run from station to station along the closed segment. Something equivalent needs to be done, an all-night bus system to replace Metrorail IN ADDITION to the regular all-night buses. The replacement buses operate LIMITED STOPS and go from 7th/H (or some other central location Downtown) to each terminal stop in the suburbs. This replacement bus service should operate relatively frequently (at least every 20 min) and operate throughout the night when there is no Metrorail available. (i.e. not just to supplement weekends from midnight to 3 a.m. but to actually cover all times when Metro isn't running, even after midnight on weeknights.) To the extent possible, there should be timed transfers at 7th/H.

The service should also have supplemental buses for special occasions to carry the larger crowds that are expected for late sports events and events like the Marine Corps Marathon.

The proposed service should have lines approximating the following corridors, serving every intermediate Metro Station:

RED LINE WEST: 7th/H to Shady Grove via H Street- Connecticut Ave - Van Ness - Wisconsin Ave/Rockville Pike

RED LINE EAST: 7th/H to Glenmont via H Street-North Capitol-Blair Rd- Georgia Ave

GREEN LINE NORTH: 7th/H to Greenbelt via 7th/U/14th/New Hampshire

GREEN LINE SOUTH: 7th/H to Branch Ave

ORANGE LINE EAST: 7th/H to New Carrollton

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ORANGE LINE WEST & SILVER: 7th/H to Vienna then to McLean through Wiehle

BLUE LINE EAST: 7th/H to Largo Town Center

BLUE LINE WEST & YELLOW: 7th/H to Rosslyn, Arlington Cemetery, Pentagon to Huntington, then to Van Dorn and Franconia/Springfield.

Mayer Samuels

It would be shameful if metro opted for proposal #4 specifically as it relates to Sunday schedule and metro not operating until Noon!

I live in Silver Spring and rely on metro for my Sunday commute for Church service in downtown DC.

This vote would be a detriment to building community, providing access and mobility and helping the environment!

Very disappointed that a proposal of this kind would even be considered!

As it is, I have stayed faithful to riding metro in spite of the many inconveniences in service, but this proposal would be a line that I won't cross and will stop using metro all together!

Frustrated and disappointed!!!

Joseph

My preference would be Proposal #3. Seems like a good compromise in providing the service most want, in my opinion...

Hello,

I am a new employee with the DCPS and just started my commute riding the 70 bus. These few weeks commuting to and from work has been troubling. Especially when leaving from work for the day. If I miss the 4:08 bus I will be left standing at the bus stop for 25 minutes or 37 minutes. With that being said about four to six buses rode pass saying "Not In Service." At first I was lurid because I would be getting home later than I should. Then, I saw the children from various of schools waiting for the bus as well or not able to get on the bus because it was overly crowded. Having them to wait for the next bus and that wait could be another 37 minutes. Observing this situation quickly had me think about them getting home late, leaving them with less time for homework, a proper dinner and rest time. The 70 bus need to fix their scheduling especially with school being back in session.

Thank you,
Kristian Daniels

Why not just close midnight all seven days?

I would like to vote for proposal #2

I like proposal #2. It's not a major change from what we already have in place now. The issue is now, we have more customers are attacking us verbally (station managers) because "they don't know". In my opinion if we are able to keep it as close to the times as we have now, that would be wonderful. The extra 2 hrs opening on Saturday would be a big thumbs up in our corner as well. You take away 30 minutes on the weekday and 30 minutes on Sunday. It will go unnoticed. I'm all for proposal #2.

Hi, WMATA -

I know Metro is under extraordinary pressure to make very needed changes to the system, but please do not do this by shutting down the service on Sunday mornings.

Using Metro is the only way my family (and I am sure many others) can get to church on Sundays, especially to churches downtown where driving into the city is slow and expensive. Opening at noon would prevent us from attending our house of worship.

There are other options than excluding churchgoers from attending their churches. Please pursue one of those.

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Kenlyn Klamper
Hi! We have a right 2 enjoy nightlife in DC. The Metro needs alternate transportations when there is no train and bus. Plus, nobody should drink and drive. Plus, if you have alternative options, you go back 2 having customers. Most of the people that actually like the Metro enjoy the bars and clubs of DC. Plus, people should have 2 get home alive and safely. Another issue. Disability rights and safety. I go 2 Medical Center Metro 4 days a week. The elevators violate disability rights and there's always that really extreme and tall escalator. People with wheelchairs and uncontrollable epilepsy can't deal with the elevators. We need alternate transportation options 4 them. You deserve 2 get your customers and stop losing money. No more excuses. Plus, public transportation is healthier and people deserve 2 go back 2 saving their paycheck money.
Ruthie
I disagree most strongly with Proposal 4, which would have a disproportionately negative influence on people who use the Metro to go to church on Sunday mornings. That is not how I get to church, but I know many members of our congregation come that way. At least for our church, a 7am or 8am Sunday open would be sufficient, and I think Proposal #3 best balances the interests of Sunday morning churchgoers and weekend going-outers. Thanks, Judson Littleton
Thank you for asking for feedback and providing options. I have taken the survey and expressed my preference for option #3. Option #1 would also work for me. I am concerned about option #4 however. I know how to go by buses to the various places I periodically need to get to Sunday mornings, and it would be very inconvenient and time consuming. Your buses (in Virginia at least) don't run very frequently on Sundays. Not taking a bus would be expensive, because I'd have to take a \$25+ taxi ride each way or buy a car. I don't know how much Uber or Lyft would cost; I haven't priced it out because I don't have a smart phone. Thank you for your consideration, Lucinda Vavoudis
Two points: I am not a late-night rider, so none of the proposed cutbacks affect my ridership. If buses ran to schedule, I would always consider them. When I lived in Germany as a student (this is 40+ years ago), buses showed up when they were supposed to, stops were well lit, and points where many buses came had boards that announced when the buses would arrive, so riders knew immediately if the bus was going to be late. Thank you for the opportunity to comment on alternatives for hours of operation as Metro seeks to meet the challenges of safety and reliability in serving our region. As a Metro rider since the system first opened in downtown Washington in 1976, I applaud the board and General Manager Paul Wiedefeld for the actions and tough decisions they have been taking to return Metro to the safe, reliable, and attractive system that it was for its first two decades, with the possibility today and in the future of serving more residents and visitors than were anticipated when the system was designed. I am specifically concerned about the possible curtailment of hours of operation on Sundays when many area residents, including me, use Metro to get to a house of worship. I take Metro from Takoma Park to the Brookland or Farragut North stations to attend Sunday morning Mass at the National Shrine or at my parish of the Cathedral of St. Matthew. With the reduction of parking spaces around St. Matthew's and only one small garage open in the neighborhood, there is no longer an option of driving were Metro unavailable. There are clusters of churches within walking distance of a number of Metro stations. Churches and congregants throughout the Washington area would be adversely affected with a curtailment of hours of operation on Sunday mornings. I do not envy the difficult choices you must make, but I hope you will consider the needs of Sunday morning Metro riders.

Appendix A - Metrorail Operating Hours Written Testimony

Thank you.
Proposed Schedules 3 and 4 both impact Sunday mornings, leaving the impression that Metro opposes churches. I oppose those schedules because I think Metro should do nothing to undermine our faith communities.
Thanks for "listening," Randy Marks
I took the survey about the proposed changes to operating times for Metro, and they're honestly all terrible. I couldn't write that on the survey so I felt compelled to write an email about how terrible metro has become since I first came to DC for school six years ago.
I am about to start a job as a barista, and will rely on the bus to get to and from work. If I work a morning shift on Saturday I'm going to have to uber to work, because no buses run before 5 am, or I'll have to walk an hour to work at 4 am to make sure I get there on time.
I'm lucky enough where the bus will get me by but what about all the workers like me who rely on Metrorail to get to work? With some of these proposals they'd lose the chance at working certain shifts because metro can't run before noon on certain days. Using maintenance as the excuse is terrible. Every day I hear about delays and problems on metro, with many in areas supposedly fixed with safetrack. Saying you can't fix the problems facing metro because you don't have the time for maintenance is a crappy excuse. Metro has become so unreliable I barely consider it as an option to travel around the area, and with the possibility of a fare hike it's pretty obvious why Metro is losing customers left and right.
Metro needs to change whatever is preventing effective maintenance of the tracks, but you can't use the operating hours as an excuse. If you can't "fix" things during safe track where you have enough time and attention being paid to those issues without more fires occurring in those areas then the hours of operations aren't the problem. Living in the nations capital with such terrible public transportation is a disgrace, and WMATA should be ashamed that they allowed it to get this bad in the first place.
I wrote from 3 Point of views 1) a person who due to a disability can not drive at night 2) a person who works for the low income members of the dc community and 3 a concerned citizen.
Metro is not a Business. You are a Public service. Yet you are not putting dc first or the residence first. Safe trac was meant to fix the problems then return us to the normal operations. Sporting events, major dc events and late night dc have suffered . People cant get to doctors or job interviews on time due to metro. Now you give us 4 options that will slowly kill dc business and events. Go back to pre safe trac were you shut or slowed sections down but have longer hours.
The 4th option in fact will prevent folks from even getting to church on time. Other city's do not face this problem . Maybe you need to look at other city's and see how they do it before shunting down a vital resource. Or move the inspections to day light hours (when in fact you can see the work and it is not costing more in terms of labor). -- Daniel J Pattenden
I vote for Proposal #1
Arnice S. Wilson Assistant Superintendant BOCC
I believe that proposal #3 is the best option for the service proposal changes as it should give Wmata enough time to perform necessary track maintenance while keeping the metro system in good repair.
Please do not compromise our Catholic Church community by closing Metro until 12N on Sundays. You are the only means of transportation to Mass for a good number of our parishioners and shutting your doors will be a real hardship for them.

Appendix A - Metrorail Operating Hours Written Testimony

Please say no to option #4. Anne Harrell Parishioner of St. Matthew's Cathedral Washington, DC
Hello, I was wondering if riders can also suggest some additions and changes to the late night supplemental Metrobus service proposals? If so, where can I submit my ideas and suggestions? Thank you. -- - Zac
Of the four proposals, Proposal No. 4 should be adopted. What world class city has its Metro closing doors at 11 pm or midnight?/ 3 AM should be the time so that residents and tourists can dine and enjoy themselves at bars and not worry about missing a metro home or having to pay more for Uber or a cab. Plus what world class city closes its Metro when a major sporting or political event is occurring. Shame on Metro for not having Metro open after the nationals NLDS game on Thursday. And shame on Jack Evans for not stepping in and keeping Metro open!! Paul F. Colarulli
We strongly recommend not adopting proposition No. 4, not opening Metro until noon on Sundays. The Washington community values its churches and people who attend them on Sunday mornings. Proposal No. 4 would very negatively impact the ability of Washingtonians to attend churches and contribute to the Washington community. Anne and Hyman Field
Please, do not adopt # 4. I work Saturdays and Sundays and will be imposible for me to get on time for work. Thanks Mercedes Araque
Please keep metro open on Sunday mornings so that people can get to the downtown churches.
Dear Sirs, I am against proposal #4. I work on weekends and it would hurt me a lot. I am speaking also about other people who also take metro to go to church and proposal #4 is not convenient at all. Any of the other 3 would be better. Please don't do it. Mercedes Araque
Good evening - I'm writing with concern for one of the four maintenance schedules being proposed. Specifically, I am strongly opposed to proposal #4 and urge you to <u>not</u> select this option. Any of the other three options would be preferable to number 4 (although I do like option 3 the best). My concern arises with the detrimental impact the limited Metrorail Sunday hours would pose to myself and to so many other Washingtonians who rely on

Appendix A - Metrorail Operating Hours Written Testimony

Metrorail to get to Sunday morning church services. For many people, if not most, prioritizing the practice of one's faith is of the utmost importance. WMATA should not put up barriers or pose difficulties for commuters trying to attend a worship service on Sundays. Proposal #4 would do just that.

I strongly urge you to oppose proposal #4.

Thank you,

Megan Blanco
DC Resident

I received a pamphlet just now as I was about to board a train headed to DC from Reagan airport. It is Sunday, 11:24 pm. Under all of the proposals listed on the pamphlet, Sunday hours are reduced, and when I arrive on this flight (as I often do) I will no longer be able to take metro to get home.

Unfortunately, this is just the latest in a long list of increasing disappointments on Metro's level of service to DC commuters.

Please reconsider cutting the Sunday service. Many travelers arriving at the airport at late hours still depend on metro to get them home.

Thank you, Glenn Gottselig

APPENDIX B - PUBLIC HEARING TESTIMONY
Capital Reporting Company
Restriction of Metrorail Operating Hours

Appendix B

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1 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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DOCKET B16-03:

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RESTRICTION OF METRORAIL OPERATING HOURS

8

HEARING NO. 611

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Thursday, October 20, 2016

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Washington Metropolitan Area Transit Authority

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600 Fifth Street Northwest

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Washington, DC 20001

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Reported by: Nate Riveness,

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Capital Reporting Company

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Restriction of Metrorail Operating Hours

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1 BOARD OF DIRECTORS

2 P R E S E N T

3

4 PRINCIPAL DIRECTORS

5 Jack Evans

6 Michael Goldman

7 Catherine Hudgins

8

9 ALTERNATE DIRECTORS

10 Malcolm Augustine

11 Tom Bulger

12 Leif Dormsjo

13 Christian Dorsey

14 Robert Lauby

15 Kathryn Porter

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C O N T E N T S

2

AGENDA ITEM

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4

Opening Remarks

5

Jack Evans

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Public Comment on Docket B16-03

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1 P R O C E E D I N G S

2 OPENING REMARKS

3 MR. EVANS: I'd like to get started. So,
4 good afternoon, everyone, and welcome to WMATA.
5 Welcome to this hearing. I am the president -- I am
6 the chairman of the Board, Jack Evans, and I represent
7 the District on the Board of WMATA.

8 So all of you, this is my first public
9 hearing. So if it's your first public hearing, we're
10 going to do a first public hearing together. So I'm
11 very excited about this, and even in my time on WMATA
12 in '93 to '99, I don't ever remember doing a public
13 hearing, at least here. I remember doing one on buses
14 in the community, but not at the headquarters.

15 So this is my least favorite room at WMATA.
16 So we're going to make do with my least favorite room,
17 and it should work out okay.

18 So as you know, I like to run hearings over
19 at the Council very efficiently. I like to start on
20 time. I like to end on time. And I request all the
21 witnesses, you have three minutes, unless you're, I
22 guess, a government official. For some reason you get

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1 five minutes. But at three minutes, you'll have to
2 stop.

3 So there's a clock over there that'll give
4 you the time, give you a warning and then your time
5 will be up. If you have testimony that goes over, you
6 can always submit that. But at the end of the three
7 minutes, I'll ask you to stop. And I don't like doing
8 that.

9 So try while you're preparing to make sure
10 your comments stay within that three-minute period.
11 And the reason is, it's not that we're not interested
12 in what you have to say. It's that we have a lot of
13 witnesses and it's not fair to people down the line if
14 you keep running over and they have to wait longer and
15 longer.

16 So I have prepared comments that I have to
17 read. So I will read them. This hearing is convened
18 by the Metro Board of Directors to gather public
19 comments on Docket B16-03, on Metro's proposed
20 restriction of Metrorail operating hours.

21 Notice of this hearing was made by
22 publication in the *Washington Post* and ads were placed

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1 in the *Washington Hispanic*, the *El* -- and let me get
2 this right -- *El Tiempo Latino*, *Latino*, the *Korean*
3 *Times*, the *EpicTimes*, the *Afro-American Newspaper* and
4 *DiNa*. It was also sent to area libraries for viewing
5 and posted at the WMATA.com. And signs were placed in
6 buses, rail stations and MetroAccess vehicles.

7 Briefly, I will cover the proceedings that
8 we will follow during the hearing. A staff video on
9 the proposals is available at the open house that
10 started at noon and runs until 9 p.m. in the training
11 room across the hall.

12 In this room, we will hear from those of you
13 who have signed up to give testimony. Please see the
14 staff at the registration table if you wish to speak
15 today and have not already put your name on the list
16 of speakers.

17 Elected public officials will be allowed
18 five minutes and everyone else will be allowed three
19 minutes. Extra time will be given for translation, if
20 needed. If you have copies of your testimony to
21 distribute, please hand them to the board secretary,
22 Ms. Ellison, whose hand is raised. Where's Ms.

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1 Ellison?

2 MS. ELLISON: Right here.

3 MR. EVANS: All right, over here. I will
4 call speakers up three names at a time. You can start
5 making your way up toward the microphone once your
6 name is called. However, if you need a microphone
7 brought to you, please wave your hand when your name
8 is called so we can see you and we'll bring one to
9 you.

10 There is a timer here that will count down
11 how much time you have left to speak. It will give
12 you a warning beep when you have 20 seconds left and
13 will beep continuously when your time is up. The
14 timer is important because we have a lot of folks who
15 want to speak today.

16 I want to take a moment to recognize that
17 this is where we listen to you. These three minutes
18 are your opportunity to comment on the proposals and
19 we are here to listen. We will not be able to answer
20 questions during your testimony. If you have
21 questions, there are staff at the open house who are
22 happy to help you.

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1 Before you begin your remarks, please state
2 your name and the organization, if any, that you
3 represent. Please note that all statements, including
4 any personal information such as names, email
5 addresses, addresses, telephone numbers you provide in
6 the statement are releasable to the public, upon
7 request, and may be posted on WMATA's website without
8 change, including any personal information provided.

9 Further testimony may be submitted and must
10 be received by 5 p.m. on Tuesday, October 25th, by
11 email, to writtentestimony@wmata.com. Alternately,
12 statements may be mailed to the Office of the
13 Secretary at WMATA, 600 Fifth Street Northwest,
14 Washington, D.C. 20001.

15 Additionally, there is a survey about the
16 proposal that will be available to take upon 5 p.m. on
17 Tuesday, October 25th. This is in addition to all
18 your other options to provide input. The survey can
19 be found at the WMATA.com/hours. That's one word.

20 If you have any questions about the ways to
21 provide testimony, please see WMATA staff at the
22 registration table. Your comments will become part of

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1 the public record that will be reviewed by the Metro
2 Board of Directors for its approval.

3 Changes to the options presented here
4 tonight may be proposed in response to testimony
5 received and subsequent staff analysis. Additionally,
6 members of Metro's Accessibility Advisory Committee
7 and Riders' Advisory Council will be here to listen to
8 testimony to inform their comments to the Board of
9 Directors on the proposal.

10 Please note that profanity will not be
11 tolerated during the public hearing. If you have not
12 already done so, please silence all your mobile
13 devices.

14 And with that, I'd like to recognize the
15 general manager of Metro, Paul Wiedefeld has joined
16 us. Paul, thank you for being here today and I am
17 sure throughout the next 10 hours, various different
18 Board members may appear as well.

19 But just so you know my schedule, I'm here
20 until 4:30 continuously and then I have some council
21 business I have to take care of after that. And I
22 don't know that I'll be back. But I certainly will be

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1 here until 4:30 today.

2 So with that, I'd like to -- do I have a
3 witness list? I'm sure I have one up here. Is this
4 it? I'm up first and then who's after me?

5 MS. ELLISON: Ed Gitterman.

6 PUBLIC COMMENT ON DOCKET B16-03

7 MR. EVANS: Oh, yes. Okay. So here's the
8 list of speakers down there. Mr. Gitterman and Mr.
9 Lee are there. And so, if you want to take your place
10 up there, go ahead. And I am the first person to make
11 comments. And so, stepping aside my position as the
12 moderator of this hearing, I'm going to testify to
13 myself. How's that sound?

14 As you know, I'm the councilmember
15 representing Ward 2 on the Council, in addition to
16 being the Metro's representative from the District of
17 Columbia and also the chairman of the board of WMATA.
18 And we're here to talk about late-night hours.

19 So I will give you my position and the
20 position of the Council of the District of Columbia.
21 Later on, a representative from the mayor's office, if
22 not the mayor herself, will be reading a letter with

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1 the position of the executive.

2 My personal position is to maintain the
3 late-night hours that we had prior to the SafeTrack.
4 Late-night hours were established 10 years ago or so
5 and they are 3 o'clock in the morning on Fridays and
6 Saturdays and midnight on Sundays.

7 It's our view in the District of Columbia,
8 and my personal view, that the city has changed from
9 being a city where, when I first came on the council
10 25 years ago, was really not a whole lot happening in
11 the downtown area. It changed dramatically in the
12 last 10 years to we are a very vibrant downtown city
13 right now.

14 In many respects, sometimes we refer to the
15 area around the Verizon Center as the Times Square of
16 the metropolitan region. That's how exciting it has
17 become. But throughout the whole downtown and
18 throughout the city, a nightlife has developed that
19 didn't exist before.

20 So in addition to being an exciting and
21 vibrant downtown, we have a number of people who work
22 in the downtown area on a constant basis. They work

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1 in the establishments that now stay open until 2
2 o'clock in the morning. They work in our hotels, our
3 restaurants and in our office buildings. Many of
4 those residents -- many of those workers are cleaning
5 the buildings or doing whatever they do or serving the
6 customers.

7 But at the end of the day, when their shift
8 is over, generally late into the evening, early in the
9 morning, they have to get home. So the first and
10 foremost reason to stay open, regardless of the
11 numbers, is to accommodate people who are working in
12 our city who are earning wages, but not that much, and
13 really have no other way of getting home.

14 Uber, Lyft, those other methods of getting
15 home are expensive and you can't ask people who are
16 working -- earning minimum wage to spend a whole lot
17 of money to get home in one of those types of
18 vehicles. So Metro really provides the only way to do
19 that.

20 The bus is important too, and I understand
21 that. We could run buses. But nothing moves like
22 rail. If I have a choice between riding the rail and

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1 riding the bus, I'd rather ride the rail. It gets me
2 there faster in many respects and I have more
3 confidence that I'll get there when I have to, even
4 though at night, the buses run very well because there
5 isn't a lot of traffic.

6 But the rail is very important to us. It's
7 important to us for the workers and then the
8 customers, people who go to the bars, restaurants, et
9 cetera. It's an opportunity to get home where you
10 don't have to drive, where you don't have to get
11 behind the wheel of a vehicle after you've had a drink
12 or two.

13 And so, again, it's a very safe, a very
14 effective means of transportation. And it's important
15 to all of us, not just the District, because many of
16 the people who work in the District on these late-
17 night shifts live in Maryland or Virginia. And so, I
18 hope my colleagues from Maryland and Virginia
19 recognize it's their residents as well as people in
20 the District that we are trying to accommodate.

21 And so, I recognize the importance of more
22 hours. And I applaud our general manager, Paul

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1 Wiedefeld, who is doing a terrific job trying to get
2 this system fixed.

3 We recognize that 33 hours are not enough
4 hours. It's what we've been using up until now. It
5 clearly hasn't worked. And maybe it's because of
6 efficiencies. Maybe our workers aren't efficient
7 enough or our contractors or maybe we could do it
8 better, faster, stronger. Who knows?

9 But at this point in time, we need more
10 hours. So if we're not going to get them at night, we
11 have to get them somewhere else. I suggested Saturday
12 and Sunday. Nobody liked that idea. Nobody likes any
13 idea actually.

14 So these are when the hard choices are going
15 to have to be made. If we're going to find extra
16 hours, we're going to have to find them somewhere.
17 But my position and the Council, it's unanimously
18 passed a resolution supporting what I've just said, do
19 not support the idea of terminating late-night hours
20 on Fridays and Saturdays and then going to 10 o'clock
21 on Sunday.

22 So that's our position. And I'll look

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1 forward to hearing from the rest of the public on
2 their positions and then at some point in time, we'll
3 make a decision on what to do. My recollection of how
4 this all is, is the law of the land is 3:00 in the
5 morning on Saturday -- Friday and Saturday, and
6 midnight on Sunday.

7 Under special dispensation, our general
8 manager is operating from -- on midnight, midnight and
9 midnight, I guess it is. At the end of SafeTrack, it
10 will go back to what it was before, unless the Board
11 votes to change it.

12 And so, that is the purpose of today's
13 hearing. So again, I want to thank you all for being
14 here. And now, we'll go to our first two witnesses.
15 We'll start with Mr. Gitterman. Mr. Gitterman,
16 welcome to Metro.

17 MR. GITTERMAN: Thank you. Can you hear me
18 now?

19 MR. EVANS: I can.

20 MR. GITTERMAN: Thank you. Okay. Ed
21 Gitterman, from Bethesda, Maryland. First things
22 first, I cannot support staff's recommendation on

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1 subway service hours.

2 And as for past testimony, let me seriously
3 again say that, A, if it was totally possible right
4 now, I would move back to the Big Apple, which is a
5 private issue, and B is without subway service from 5
6 a.m. Friday to 3 a.m. Saturday, I cannot take Amtrak
7 regional service roundtrip between D.C. and Manhattan
8 unless I get a lift home from D.C. at night.

9 And by the way, my D.C. brother gave me a
10 lift home to Bethesda on August 12th as a favor to me.
11 Now, the worldwide metrics that WMATA is sending is
12 that D.C. never had and never will have a 24/7 transit
13 service -- ditto to an intermodal flat fare structure
14 -- because D.C. never was and never will be a 24/7
15 city like New York with a 24/7 transit ridership.

16 So with that, I will go to recommendations
17 for the Board and postscripts to follow. Now, my two
18 main recommendations are, A, the WMATA Board deny or
19 table any staff recommendation to change subway
20 service hours and, B, direct staff to bring the said
21 Board a recommendation which includes overnight
22 express bus service, including Union Station, between

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1 downtown D.C. and both Maryland and Virginia.

2 By the way, my recommendation for staff and
3 Board consideration is a three-part proposal called
4 scenario E, which I will submit for the public record
5 later.

6 Oh, P.S., as for FY '18, my recommendation
7 is that WMATA go panhandling again to area governments
8 for operating assistance and with New York's MTA
9 talking fare hike again, staff should bring to the
10 Board a small, across-the-board fare hike
11 recommendation for bus and subway riders instead of
12 service cuts for FY '18.

13 Now, once again, for the record, I ask that
14 all replies to my testimony, if any, be held for and
15 made in editorial form to the *Washington Post*. But on
16 a serious note, folks, I would rather read my
17 testimony in news conference form on News Channel 8
18 because if said news channel gave me at least 22
19 minutes, I would give them Metro. But unfortunately,
20 they won't want to hear from an average Joe transit
21 rider, test rider and buffer over 50 years.

22 So in conclusion, I'm going to wrap this up

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1 now, please excuse any remarks you felt were offensive
2 or impertinent and I will submit my comments to be
3 received and filed for the public records. And you
4 have my consent to blog them onto your website. Thank
5 you.

6 MR. EVANS: Okay. Thank you very much, Mr.
7 Gitterman. Thank you for staying within the time
8 period. Okay. Mr. Lee, welcome to the Metro.

9 MR. LEE: Good afternoon, Board members. My
10 name is Mark Lee, and I serve as executive director of
11 the D.C. Nightlife Hospitality Association, a
12 nonprofit trade association representing local bar,
13 restaurant, nightclub and entertainment venues of all
14 types and sizes located throughout the city and
15 contributing to a vibrant community nightlife and
16 dynamic nighttime economy in the District.

17 Hospitality is the largest hometown private
18 sector business category and a primary employer,
19 leading job creator, major tax revenue contributor,
20 key economic development generator and provider of the
21 popular dining, drinking and socializing amenities
22 that generate approximately one-fifth of the

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1 District's total tax revenue and overall economic
2 activity and more than 80,000 jobs.

3 These significant economic contributions to
4 the fiscal viability of the District are threatened by
5 the Metro management proposal that nighttime rail
6 transit service be both further reduced and
7 permanently eliminated.

8 The D.C. Nightlife Hospitality Association
9 joins D.C. Mayor Muriel Bowser, all 13 members of the
10 D.C. Council, including D.C. Councilmember and WMATA
11 Board Chair Jack Evans, in calling on WMATA to fully
12 restore late-night Metrorail service immediately
13 following the scheduled conclusion of the SafeTrack
14 repair program in the spring.

15 Washington is no longer a sleepy provincial
16 southern river town. The District has grown greatly
17 in population and has evolved to become a vibrant and
18 dynamic world-class city that functions on an
19 elongated schedule for both work and play.

20 When the WMATA Board asked area residents
21 and businesses to invest in nearly a year of transit
22 interruptions and the temporary suspension of weekend

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1 nighttime service, we committed to supporting the
2 future of a viable rail transit system. Hospitality
3 establishments knew that our willingness to make that
4 investment would come with a price. District bars,
5 restaurants and nightclubs have been negatively
6 affected to varying degrees.

7 Many venues have suffered significant
8 revenue losses due to decreased patron accessibility
9 and mobility; on weekends, for some, as much as 20
10 percent. We made that investment without complaint.

11 The hardship has been much worse, however,
12 for nightlife hospitality employees. Similar to the
13 entire workforce employed in the District across all
14 business sectors, slightly more than 40 percent of
15 hospitality employees commute into the city primarily
16 by Metrorail. They made that investment without
17 complaint.

18 The investment we made without complaint has
19 yielded only surrender by Metro management to a
20 declining ridership and an accelerating death spiral
21 for the transit system. We expect and demand a better
22 return on our investment. Thank you.

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21

1 MR. EVANS: Okay. Thank you very much, Mr.
2 Lee. Our next witness is James Pizzurro. Mr.
3 Pizzurro? All righty. Welcome to Metro.

4 MR. PIZZURRO: Hi. I'm James Pizzurro,
5 charter member of Rail Transit OPS, an independent
6 publicly funded group that analyzes the operations,
7 performance and safety of the passenger rail transit
8 systems in the D.C. Metro area.

9 As part of our work, we proactively identify
10 potential concerns and issue recommendations to the
11 organizations responsible for these transit systems,
12 as well as monitor day-to-day operational activity
13 from a factual perspective.

14 Today, we're weighing in on this proposal to
15 increase maintenance time opportunity to 41 hours from
16 the original 33 hours budgeted prior to WMATA's
17 SafeTrack workflow.

18 Rail Transit OPS suggests WMATA reject all
19 four scenarios outlined in the proposal. Instead, we
20 suggest that the system be returned to the pre-
21 SafeTrack revenue service levels upon SafeTrack
22 completion and make increased use of early-outs and

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1 scheduled line segment shutdowns to accompany any and
2 all work that needs to be performed.

3 Rail Transit OPS' primary concern with an
4 increase in maintenance hours as a solution to WMATA's
5 infrastructure problems is that the agency has not
6 been consistent in effectively working within the
7 maintenance hours it already has to complete track
8 work.

9 Just last night, an early-out scheduled for
10 8 p.m. on track two of the Red Line between Medical
11 Center and Friendship Heights stations suffered a
12 three-and-a-half hour delay, with impeded work
13 commencing at approximately 11:30 p.m., all while
14 inconveniencing passengers with single-tracking during
15 those three-and-a-half hours.

16 Given the regularity of these occurrences,
17 we can't see how WMATA can guarantee proportionally
18 more work will be accomplished given more maintenance
19 hours.

20 So we instead suggest the following two
21 actions be taken: one, increase the use of the early-
22 outs, starting as early as 6 p.m. for track locations

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1 opposite of peak traffic flow, and two, increase the
2 use of line segment shutdowns where necessary.

3 With these suggestions, multiple
4 simultaneous work zones could be in place wherever
5 they are required and revenue service would often only
6 be impacted where active work is being performed. The
7 increased length of single-tracking can allow for much
8 more productive work periods than those currently
9 possible today during weeknights.

10 While this would require more effective
11 communication between WMATA's departments, it would
12 also make the shortening of operating hours
13 unnecessary while still allowing time to work down the
14 WMATA track and structure group's state of good repair
15 backlog.

16 In general, Rail Transit OPS believes that
17 given the proper resources and with adequate
18 preventive and running track maintenance, coupled with
19 proper and effective utilization of track access time,
20 WMATA's track system would be capable of operating
21 late night or even 24 hours.

22 Increasing use of earlier early-outs and

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1 line segment shutdowns would be two concrete and
2 effective steps towards this modern vision for the
3 long-term maintenance of the rail system. Thank you
4 for your time.

5 MR. EVANS: All right. Thank you very much
6 for your testimony. That's all I have on my list. So
7 is there anyone in the audience who would like to
8 testify who would like to sign up? And if not, we'll
9 wait for somebody to show up.

10 MS. ELLISON: Kurt Erickson.

11 MR. EVANS: Kurt Erickson? Mr. Erickson,
12 welcome.

13 MR. ERICKSON: Thank you. Good afternoon.
14 My name is Kurt Erickson. I'm president of the
15 nonprofit Washington Regional Alcohol Program, which
16 is a group that's been around since 1982, formed to
17 fight drunk driving and underage drinking.

18 I think if people know us at all, they know
19 us through our free cab ride service that we've done
20 for 23 years called SoberRide, with 65,000 people have
21 taken advantage of rather than driving home possibly
22 impaired.

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1 We've already submitted written testimony.

2 So I just wanted to be succinct and verbally echo that
3 which is our unequivocal support for scenario D
4 relative to Metro SafeTrack operations specifically as
5 a means of restoring late-night weekend rail service.
6 Here's the bottom line.

7 The bottom line is that the majority of this
8 country's deadliest alcohol-impaired traffic crashes
9 happen not only on the weekends, but also late at
10 night on these weekends.

11 According to the Maryland Motor Vehicle
12 Administration, the majority of that state's drunk
13 driving crashes, injuries and deaths occurring between
14 2009 and 2013 all happened between midnight and 3 a.m.
15 2015 Virginia Department of transportation data shows
16 that that state's drunk driving crashes occur most
17 frequently between 9 p.m. and 3 a.m.

18 In addition, National Highway Traffic Safety
19 Administration figures from 2014 show that not only
20 were nearly a third of all drivers involved in weekend
21 fatal crashes drunk versus 16 percent during the week,
22 but that the rate of alcohol impairment amongst

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1 drivers involved in fatal crashes was almost four
2 times higher at night than during the day.

3 Metro SafeTrack operations have created an
4 arterial situation, which are no doubt familiar with,
5 and it comprises one outer artery and thereby putting
6 undue stress on the others; in this case, designated
7 drivers, taxicabs, ride sharing services and other
8 transit. Whether these other transportation modes, in
9 the short or long-term can handle this new load is not
10 yet known.

11 But what is known is that in 2014, drunk
12 driving deaths in the Washington Metropolitan Area
13 were up for their second consecutive year and that the
14 region still annually arrests for DUI the equivalent
15 of the populations of Chevy Chase and Falls Church
16 combined.

17 In making the decision to alter its
18 operating times, Metro must consider the public safety
19 impact to the roads from which they are normally and
20 appreciatively helping to remove impaired drivers.

21 To that end, more specifically and in
22 closing, and as a means of deterring alcohol-impaired

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1 driving on Greater Washington's roadways specifically
2 during those times when such acts most often occur,
3 the Washington Regional Alcohol Program thanks you in
4 advance for considering scenario D as a means of
5 restoring both late-night weekend rail service as well
6 as safety in the region. Thank you.

7 MR. EVANS: Thank you very much, Mr.
8 Erickson. Our next witness is Mr. Gomez, Justino
9 Gomez.

10 While we're waiting, I want to thank the
11 members of the Local 25. Thank you all in the red
12 shirts for coming out to support us today. I'm a good
13 friend with John Boardman, your -- the head of your
14 union, and really appreciate all the support you've
15 done for the city over the years. So thank you for
16 being here today.

17 MR. GOMEZ: (Via translator) -- Good
18 afternoon to everybody. My name is Justino Gomez. I
19 live in Hyattsville, Maryland and I work part-time as
20 a janitor at the World Bank, here in D.C. In order to
21 get to work, I travel on the Metro from PG Plaza to
22 Farragut West. If hours are cut -- if service hours

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1 are cut on Metro, it will be a disaster to the workers
2 to use the service. For this reason, I ask you to
3 please return to the regular hours the Metro had on
4 the schedule prior to the restoration.

5 I work Monday through Fridays, from 6:30
6 p.m. to 11:30 p.m. I ask you to please maintain the
7 prior schedule. But if this is not possible, then the
8 only proposal I can support is proposal number one, in
9 light -- because the service continues until midnight
10 during the weekdays. That means I will have to hurry
11 up in order to make the Metro before it closes.

12 If the Metro closes prior to midnight, I
13 will be obligated to take a taxi and the average cost
14 to take a taxi in order to get home is about \$35. I
15 don't know of any buses that run from Farragut West to
16 PG Plaza at this hour and it is very difficult to pay
17 new bills and I am worried about the beginning of the
18 month when those bills arrive.

19 Sometimes, I am not able to cover my credit
20 card and I am late on my payments. Paying the Metro
21 fee is already expensive. The price of Metro has
22 risen quite a bit and these service shutdowns will

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1 take a major effect on me. I will not be able to pay
2 for my electricity or my phone. It will be very hard
3 to continue sending money to my daughter for her to
4 continue studying in the University of El Salvador.

5 Please, please be more detailed regarding
6 the schedules in order for us to have a schedule to
7 come home safe and sound. It would not only be me,
8 but several other people out there who would be having
9 to pay additional money in order to make it home safe
10 and sound.

11 MR. EVANS: So I have to interrupt you now
12 because your time has expired. But thank you so much.

13 UNIDENTIFIED SPEAKER: -- two lines left --

14 MR. EVANS: Oh, yeah. Go ahead. If you
15 have two lines left, yeah, sure. Go ahead. Okay. Go
16 ahead. Go ahead.

17 MR. GOMEZ: (Via translator) -- I ask you to
18 please close the Metro no earlier than 12 p.m. at
19 night -- no, not any time later -- not any time
20 earlier. I'm sorry. So that those of us who make it
21 to the station late at night who are in the cleaning
22 service, or cleaning business can make it to the

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1 station and make it home and not have any surprises
2 that the Metro is shut down. I only have a part-time
3 job. That is all I have. So for me, it is impossible
4 to afford an additional expense. Thank you very much.
5 I ask you to be more conscious and God bless.

6 MR. EVANS: Very good. Well, thank you very
7 much for your testimony. All right. Thank you. Our
8 next witness is Cecilia Miggins. Thank you. Okay.
9 Thank you. Great. Thank you, and welcome to Metro.

10 MS. MIGGINS: Thank you. I understand that
11 this meeting is to discuss the choice of the cutback
12 in service for the maintenance of it. And I say that
13 I'm against all of them.

14 I got up at 7 o'clock this morning, and by
15 10 o'clock this morning, I had gone through and looked
16 at London, Moscow, Beijing, Berlin and Paris. None of
17 them do the hours we do. London especially, and I
18 have put a lot of that information in here, but London
19 especially, they are going to 24 hours a day in doing
20 their maintenance.

21 My suggestion is that what you do is you
22 take and you have a plan for maintenance after the

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1 surge. I'm not talking about the surge. I'm talking
2 about after. And you take in that and each one of the
3 legs, like Sunny -- going out to Sunny Grove.

4 You plan the maintenance ahead of time and
5 then you see when their lowest peak hours are after
6 the evening rush and then you single-track up there.
7 And you've already done the planning.

8 So you can be ready to go to work the minute
9 that starts, and you do that. And then, if the
10 maintenance is so bad that you have to do the other
11 side the next night or you do that.

12 But you don't have to -- it seems to me like
13 this organization has decided, well, the only thing we
14 can do is cut back time. Well, I heard that man say
15 he only has a part-time job. If he only has a part-
16 time job, he probably can't hardly afford the Metro as
17 it is. But if you take away what jobs he has, you're
18 going to put him on welfare and then we're going to
19 have to pay more taxes.

20 The other thing that I said in here is that
21 I think you have to present some kind of full-fledged
22 plan to the people before you do anything and get

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1 people's information. I see you have a whole lot of
2 speakers coming in to speak today. And I think it's
3 pitiful that it only has three minutes. That's the
4 reason -- I figured it was cut off at something. I
5 didn't know that close.

6 But my thing is, is that Metro needs more
7 conscious, able, qualified managers. If you haven't
8 gotten somebody in here, maybe you ought to go to
9 London and hire the dude that's doing that over there.

10 But if you don't have somebody like that,
11 and it doesn't have to be -- and I'm going to be
12 terrible -- I'm going to say you don't have to have a
13 political science degree to do maintenance planning on
14 a Metro system. So --

15 MR. EVANS: Okay. Thank you for your
16 testimony and thank you for your submission as well.
17 And we'll read through that carefully. And if we have
18 any questions, we'll get back to you. Thank you. All
19 right.

20 Our next witness is Chauneice Jones. Pardon
21 me? Oh, okay. Chauneice Jones, okay. Okay. Welcome
22 to Metro.

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1 MS. JONES: Thank you. Hello, everybody.
2 My name is Chauneice Jones. I'm here with a group
3 called Project Retail. And we are here working with
4 the working class people as well as retail workers and
5 food workers.

6 And you already know when you work in that
7 industry, like you don't have control of your hours.
8 You have crazy hours and sometimes you get off at a
9 time that doesn't suit you or you don't have the
10 ability to work the hours that are required from your
11 job.

12 And that means that they cut your hours and
13 sometimes you end up losing your job because of those
14 things. I've just witnessed people losing their job
15 because they weren't able to work the closing shift
16 because of Metro's current hours.

17 I was used to Metro closing at 3 a.m. on a
18 Saturday. That means that I could close at my job.
19 My job now, they pushed back the hours and that hurts
20 me because now I'm not making the money that I was
21 used to making because I don't have any other means of
22 transportation.

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1 When the Metro is not running and I have to
2 like pay for a Lyft or Uber to get to work, that's \$30
3 and that's too much when you're already making minimum
4 wage. So the fact that the people who run Metro, you
5 all can afford to pay those prices. But the working
6 class people can't.

7 So that's why I'm standing here and I'm
8 asking you to reconsider all of your proposals at the
9 end of the day because none of them really worked for
10 everyone. Like you're telling me that you're going to
11 propose to open Metro at 12 p.m. on a Sunday. That
12 doesn't work when you have to be at work at 9 a.m.

13 It's no reason why Metro cannot expand the
14 hours when you have people saying they do not have
15 employment. That could increase the employment when
16 you increase those hours, have more people working
17 those shifts.

18 Also, the fact that Metro raises the prices
19 all the time. It costs me like \$12 a day sometimes
20 getting to and from work and I have to decide like,
21 hey, do I want to go to work, do I want to do a little
22 extra, and I can't make those decisions when Metro is

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1 my only means of transportation.

2 That's why these are the things that we want
3 you all to consider. When you go into your cars and
4 you're fine at night and everything like that, please
5 consider the people who are not.

6 Please consider the people who do not have
7 enough money for those means of transportation.
8 Please consider the people who do not have any way to
9 get to a credit card, debit card to get a Lyft or an
10 Uber. Consider those people when you make your
11 decisions. Thank you.

12 MR. EVANS: Okay. Thank you very much for
13 your testimony. Okay. At the moment, we have no one
14 else signed up to testify. So again, if anyone is
15 interested, let us know your name and come up and
16 testify. And otherwise, we'll wait and I'm sure
17 people will show up as time goes by.

18 Actually, I have been remiss in not
19 recognizing two Board members who joined me. So, Tom
20 Bulger, who represents the District of Columbia, and
21 Kathy Porter, who represents the state of Maryland.
22 So, welcome to the hearing.

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1 (Whereupon, the foregoing went off the
2 record at 1:12 p.m., and went back on the record at
3 2:20 p.m.)

4 MR. BULGER: We're going to resume the
5 public hearing. I wanted to just tell you my name is
6 Tom Bulger, from the District of Columbia, Kathy
7 Porter, from Maryland and then we have two new Board
8 members, who I'm going to ask them to introduce
9 themselves. Christian?

10 MR. DORSEY: Christian Dorsey, representing
11 Arlington, Virginia.

12 MR. AUGUSTINE: Malcolm Augustine, from
13 Prince George's County, Maryland.

14 MR. BULGER: Thank you, guys. Okay. Our
15 first witness is -- John, is this in order or --

16 Yes.

17 MR. BULGER: Okay. Is Lizzie Henderson?
18 Lessie? I'm sorry. I apologize. Welcome to Metro,
19 if you could come and sit at the dais over here.
20 Thank you, Lessie.

21 MS. HENDERSON: All right. Good afternoon.
22 I'm Lessie Henderson, with Prince George's Advocates

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1 for Community-based Transit. I am an Oxon Hill
2 resident and I am here today because, frankly, the
3 proposed cuts are disgraceful. You have many people,
4 especially in Wards 7, 8 and in Prince George's County
5 that are going to be heavily impacted with these
6 decisions if they go through.

7 As far as the 20 stations slated for midday
8 closures, there are many people in those -- in 11 of
9 those stations that are going to be disenfranchised
10 from their jobs because these people do not work
11 traditional 9:00 to 5:00, Monday through Friday
12 schedules.

13 How will they get to work? Will we say, oh,
14 just pay for an Uber? Because these people are
15 already spending a percentage of their incomes on
16 transportation. And if the stations are closed at 11
17 o'clock in the morning when they have to be at a job
18 at noon or 1:00 or 2 o'clock, how will that happen?

19 Also, you have four proposed -- you have
20 four proposed times for the new Metrorail schedule.
21 Those times are inconvenient to the people who, for
22 example, come in here after hours and clean WMATA,

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1 clean the buildings, people that go and -- people that
2 have to work overnight, people that fix your food at
3 the fine dining restaurants that you go to.

4 Who will do that when these people won't be
5 able to even access these jobs anymore? Will you guys
6 have to take off your suits and your dresses and do
7 the cooking and cleaning yourselves?

8 Because that's what's going to end up
9 happening because many people are going to be stranded
10 and they are going to be unemployed, especially if
11 their jobs will not be able to work with them to
12 accommodate them because of these -- because of this
13 schedule that is now even on the table because of
14 years and years of mismanagement from this
15 organization. And it's completely disgraceful.

16 So I just hope that, although we all know
17 that SafeTrack and the maintenance has to happen, it
18 cannot happen at the expense of the people who need
19 this service the most. Right, thank you, everyone.

20 MR. BULGER: Thank you. Okay. Our next
21 witness is Leroy Morgan. Mr. Morgan? Oh, thank you.
22 Welcome to Metro.

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1 MR. MORGAN: Thank you. Good afternoon,
2 everyone. I'm here to let everyone know that I am 100
3 percent against proposal number four. I'm very
4 neutral in one, two and three. That's the only thing
5 I really have to say. So everybody on one, two and
6 three, I'm very -- I'm with you. But number four, I'm
7 100 percent against it. And that's about everything I
8 have to say. Thank you.

9 MR. BULGER: Thank you, Mr. Morgan. Now,
10 I'm going to ask for a little indulgence. Aleksandr
11 Rozentsvit? Did I get it close?

12 MR. ROZENTSVIT: (Via translator) Yes, okay.
13 So I'm ready. Hello. My name is Alek and I'm a
14 student at Gallaudet University. I came here to D.C.
15 one year ago and I saw that the Metro system is a lot
16 different than the one I came from, which is in New
17 York.

18 They have a very good management system,
19 which different a lot from here. I mean, it went on
20 for 24 hours a day and here, there are so many
21 disruptions. There's been fires. There's been other
22 disruptions.

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1 So it's really disruptive to my schooling,
2 not only me, but other people. I've read the
3 proposals and I think that four is the most useless
4 because so many people have to go back and forth to
5 work, the airport. People have to get from there to
6 D.C.

7 So it's going to disrupt everyone who has
8 business to take care of on Sundays. It's going to be
9 a bit of a challenge. So I encourage you all to think
10 a little bit more about fixing this system. Number
11 two and number three, I do support that.

12 But Gallaudet students, they are all
13 throughout the city and they need to get around. So
14 they have a communication cutoff too with respect to
15 the Metro system. So I'm proposing that, you know,
16 the SafeTracking go on. It's needed.

17 But proposal number four just isn't suited
18 for the students. We can use the bus, you know, but I
19 -- you know, look for it to it being a little bit
20 closer to the way we have it in New York. They come
21 really quickly and on time. So thank you very much.

22 MR. BULGER: Okay. Thank you. Okay. Our

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1 next witness is Justin Lini. Did I get it -- did I
2 get that right?

3 MR. LINI: Lini.

4 MR. BULGER: Lini? Okay. Welcome to Metro,
5 Justin.

6 MR. LINI: Thank you very much, Board
7 members, for the opportunity to speak here today. I
8 wanted to discuss two of the service cuts that are
9 proposed. Both of the off-peak service cuts that were
10 tossed out there in that budget memo last week and the
11 late-night service cuts are a bad deal for residents
12 in my community.

13 I'm an advisory neighborhood commissioner in
14 Ward 7. For many people, off-peak service is a
15 luxury. You know, people use it to go to shows.
16 People use it to go to bars. But for people in my
17 community, it's access to their livelihoods.
18 Transportation is opportunity. Many of my residents
19 work late hours, as one of the people who testified
20 earlier mentioned.

21 Moreover, real estate in this region is
22 based on proximity to reliable transit. Many of my

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1 residents are homeowners. They will see the values of
2 their properties diminish. Investments in retail and
3 transit-oriented development will suffer east of the
4 river and in Prince George's County. Who's going to
5 want to come into an area and develop retail when the
6 road could be yanked out from under them?

7 What we're asking for is a similar quality
8 to service, whatever that may be, east of the river,
9 Prince George's County, as they see in other areas.
10 But we're not getting that now and our station -- my
11 station -- Minnesota Avenue, has seen excessive
12 station closures.

13 *Greater Greater Washington* had a series of
14 articles about it. In 2012, they identified 17
15 weekends where service was disrupted; in 2015, 19
16 weekends. We were amongst the most heavily impacted.
17 And then, when SafeTrack happened, we had service cut
18 off for two weeks and we saw workers out there on the
19 same tracks that they had been working on for two
20 years plus.

21 So we have to ask where is the
22 accountability. People are willing to have a shared

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1 sacrifice and give up if there is light at the end of
2 the tunnel. But we're not -- we're not getting that.
3 What we've gotten is years of impacts and then now
4 threats, a shot across the bow that it's all going to
5 go away on off-peak.

6 So in conclusion, we have to ask please do
7 not use our communities as bargaining chips. Thank
8 you. I'm going to -- since we're on a panel, do I
9 turn it over to my neighbor here or can I continue?

10 MR. BULGER: I'll introduce him, though, if
11 you're finished.

12 MR. LINI: Okay. Yeah.

13 MR. BULGER: Thank you for your testimony.

14 MR. LINI: Thank you.

15 MR. BULGER: So Greg Rhett, welcome to
16 Metro.

17 MR. RHETT: Thank you. Good afternoon.

18 MR. BULGER: Good afternoon.

19 MR. RHETT: Lady and gentleman. I'm a Ward
20 7 resident. I've been a Ward 7 resident for over 20
21 years. We're homeowners. My wife and I are
22 homeowners. We have three daughters, two

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1 grandchildren. One of my daughters is an engineer at
2 National Airport. My other daughter is studying and
3 working full-time in nursing at Sibley Hospital. And
4 our 12-year-old is an honors student at Stuart-Hobson
5 Middle School.

6 So I say all that to -- oh, and by the way,
7 I'm a Duke University graduate. I say all that to
8 dismiss the portrayal of everyone that lives in Ward 7
9 as being poor African-Americans. I've never been to
10 jail. I've never been arrested. We're not all
11 criminals.

12 I was compelled to come here today to say to
13 you and look you in the eye and say how dare you
14 blatantly, blatantly disregard the 1968 Civil Rights
15 Act, Title VI. This proposal would devastate our
16 community, not just -- it's not just about riders.

17 We have hundreds of housing units,
18 affordable and market rate, online, coming online
19 within the next year or two. The biggest selling
20 point is access to public transportation. You all
21 have potentially destroyed any economics that we could
22 revitalize our community. What do retailers look for?

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1 Density of people with expendable income in an area.

2 Well, we won't get that density that we need.

3 Right now, we live in the area of Ward 7
4 that's called a food desert. There are 200 units
5 coming online this year. There's another 400 that are
6 in the works. But if we can't get people to move in,
7 we can't get the type of retail that we need in our
8 community.

9 The history of this is when Metro was
10 originally constructed, the stations in Ward 7 --
11 Benning Road, Deanwood and Minnesota Avenue -- were
12 the last to actually be built. Throughout that
13 history, think about that -- I'm speaking from what I
14 know.

15 Throughout that history, we have been last
16 on the list for standard maintenance and upkeep of
17 said stations. Yet, whenever Metro has an opportunity
18 -- or I won't call it an opportunity -- has the
19 challenge of cutting back their budget, what Metro
20 does is look to east of the river, Ward 7 first to cut
21 back services.

22 We've had to fight you all when you

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1 attempted to cut critical bus lines that serviced the
2 communities of Ward 7 and 8. I think it's
3 disgraceful. It's a disservice. You are supposed to
4 be a public entity, serving the public.

5 Contrary to other popular beliefs, everybody
6 does not work 9:00 to 5:00. We have a number of
7 residents, like nurses and public health people, that
8 work odd hours of the day and the night. It's not
9 9:00 to 5:00. We have children, children -- 70
10 percent of Ward 7 children travel outside west to go
11 to school, public schools.

12 These children are encouraged to participate
13 not just in the day-to-day academics, but they also
14 participate in after-school activities like sports and
15 dance and debate clubs. How are they supposed to get
16 home? Peak hours are ended. How are they supposed to
17 get home? Their parents may not have transportation.

18 So you want these children to ride a bus
19 because we don't have the subway in the middle of the
20 night to get home at 9:00 and 10 o'clock after their
21 games. My daughter plays volleyball. Fortunately, we
22 have a vehicle where we can pick her up from school

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1 after her games. My wife and daughter used to ride
2 the subway.

3 And I chuckled when Justin talked about
4 light at the end of the tunnel. That's when my wife
5 and daughter stopped riding the train because that
6 light from the end of your tunnel was smoke and fire
7 from Stadium-Armory.

8 So people stopped riding the trains, A,
9 because the perception of not being safe and, B,
10 because you all have made it so difficult and
11 unreliable for people to rely on public
12 transportation.

13 So all I can say is my recommendation,
14 suggestion is diversify the management team that is
15 coming up with these crazy decisions that
16 disparagingly impact my community. Clearly there's
17 not a diversity. There's not a lot of diversity
18 around the table when decisions like this are being
19 made.

20 Otherwise, you would not close down or
21 propose closing down subway stations at the beginning
22 of the school year. Your SafeTrack, remember that?

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1 This August? August 22nd, D.C. public schools
2 started. You all proposed closing down Minnesota
3 Avenue station right at that point. It was the Feds
4 that had to intervene to say that's a dumb idea.
5 Whoever thought of that should be fired. So I have
6 one prop. This is it. We matter. We care. Thank
7 you for your indulgence.

8 MR. BULGER: Anyone else signed up that we
9 haven't gotten your name yet to testify? Okay. Well,
10 we will remain here.

11 (Whereupon, the foregoing went off the
12 record at 2:36 p.m.)

13 MS. PORTER: All right. Can I have
14 everyone's attention, please? We've got a few more
15 speakers. We'll start with Mr. Orleans, Bill Orleans.
16 You want to go sit over there on the table and you'll
17 have three minutes.

18 MR. ORLEANS: Thank you. Good afternoon.
19 It was nearly a year ago that Richard Sarles left his
20 position as general-executive officer and there was
21 much effusive praise from the Board of Directors. It
22 was shortly thereafter that Mr. Wiedefeld came on and

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1 assumed that position and there has been much effusive
2 praise of him.

3 Shortly after his effusive welcoming to the
4 system, it was discovered that maybe some of that
5 effusive praise for Mr. Sarles was unwarranted in that
6 the system was falling apart.

7 I'm suggesting two things; one, that maybe
8 the Board should publicly acknowledge that the
9 effusive praise of Mr. Sarles was in fact unwarranted
10 and should attempt to apologize for it in some public
11 manner because the Board, for all of his six or seven
12 years, was responsible for essentially him not
13 informing the Board of the state of the system, which
14 was not in good repair, as has been pointed out by the
15 new general hyphen.

16 I oppose all reductions in service, hours of
17 service. I'm in favor of the maximum implementation
18 of the comprehensive network access bus system, even
19 though service would not be reduced on the rail.
20 There has been a late-night study underway, bus
21 service study underway. And that should be
22 implemented along with the comprehensive plan as part

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1 of this plan.

2 I don't know how many WMATA employees are
3 employed to observe the system on a daily basis,
4 maintain the system on a daily basis and repair the
5 system when appropriate.

6 If there are sections after March of the
7 system which should be in very good shape by then that
8 require repair more so than just the regular
9 observatory observation of the system, then certainly
10 those sections of the system could be shut down and
11 additional -- I stress additional comprehensive bus
12 service could be made for the people traveling between
13 the sections of the system that are cut.

14 One other thing very quickly, very quickly,
15 this proposal is not in a vacuum. Most recently,
16 whether it was floated that stations would be closed.
17 Most recently, it has been floated that fares would
18 have to go up.

19 If we're going to resolve the problems of
20 WMATA, we need to rally the enthusiasm of all the
21 ridership base. And reducing hours of service,
22 closing stations, further privatization is not going

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1 to do that. And I think we should rally the
2 enthusiasm of the ridership base and hear an apology
3 from the current Board of Directors for its --

4 MS. PORTER: Thank you, Mr. Orleans. I
5 appreciate your testimony.

6 MR. ORLEANS: -- for during its tenure, the
7 mistakes made by the former general hyphen. Thank you
8 very much.

9 MR. PORTER: Thank you, Mr. Orleans. The
10 next witness is Peter Espenschied -- Espenschied. I
11 apologize for probably mispronouncing your name.
12 Okay.

13 MR. ESPENSCHIED: Hi. I am Peter
14 Espenschied. I live in Ward 7, which under one of
15 your proposals would be deprived of all service at
16 certain -- over a period of time -- very prejudicial.
17 I want to make first a point that WMATA's management
18 does not seem to grasp the extreme difference in
19 effects between closure of a line or of certain
20 stations versus delays in service, exemplified by
21 single-tracking.

22 When a rider knows he can board a train and

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1 get to his destination, even though it will take
2 significantly longer than normal to arrive, the system
3 is still maintaining basic reliability.

4 There is an absolute difference between this
5 situation and an absence of service. For many people,
6 this would be -- there would be no practical way to
7 make their way -- make their trip by bus or automobile
8 or bicycle.

9 Moreover, there would be long-term damage to
10 the regular transit users -- excuse me -- be long-term
11 damage to the community by driving away the
12 significant portion of the regular transit users as
13 the system's reputation for reliability gets steadily
14 worse. These patrons will be gone for good.

15 Separately, a comparison with subway systems
16 in other major American cities supports little, if
17 any, that the consideration that the Metrorail
18 management has given to methods of catching up on
19 long-neglected maintenance without vacating its
20 responsibilities to provide reliable service to
21 Metrorail patrons; in other words, without closing any
22 lines and without closing any stations.

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1 One general -- our general manager came to
2 us from New York, where a much larger system operates
3 24 hours, seven days with much higher reliability than
4 Metrorail. Much of it is a four-track system. But a
5 substantial portion is two-track. The system never
6 shuts down and -- may I continue?

7 MS. PORTER: You have 15 seconds. You can
8 finish.

9 MR. ESPENSCHIED: All right. Interruptions
10 are rare. How do they do it? Study it. There is a
11 clear and elegant other example in the PATH subway
12 system. which connects Northeast New Jersey and New
13 York, which is a two-track system, 24 hours, seven
14 days, high reliability, never shuts down. How do they
15 do it?

16 MS. PORTER: Thank you, Mr. Espenschied.
17 David Schwartzman?

18 MR. SCHWARTZMAN: Okay. Good afternoon.
19 I'm David Schwartzman. I'm professor emeritus, Howard
20 University. I've lived in D.C. since 1976. I'm
21 representing the D.C. Statehood Green Party, which
22 strongly opposes all of the revenue-generating

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1 measures being proposed by WMATA.

2 In particular, in increase in Metro bus
3 fares, cutbacks and services, as well as financing the
4 Transit Authority with sales taxes. We recognize that
5 the proposed cost-cutting measures, particularly the
6 termination of non-peak services would have a very
7 unwelcomed racist impact on people of color east of
8 the river in D.C. and in the Maryland and Virginia
9 suburbs.

10 Mayor Bowser has proposed a regional one-
11 cent sales tax to fund Metro in coming years. We
12 oppose any increase in sales taxes and the proposed
13 fare hikes for two main reasons.

14 First, the increases would be a regressive
15 tax on low and middle-income residents -- users of
16 Metro, particularly buses. We don't need another dose
17 of austerity for those who can least afford it.

18 Secondly, rising -- raising fares will
19 discourage Metrorail and bus ridership, shifting
20 reliance for commuting to cars, precisely the opposite
21 to what is needed to reduce regional air pollution and
22 its negative health impacts, as well as carbon

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1 emissions, which contribute to global warming.

2 I urge that the Transit Authority consider
3 implementing the following alternative approaches.
4 First of all, close the \$275 million projected budget
5 shortfall with a surcharge -- surtax on regional
6 corporate profits and on millionaire incomes. For
7 example, in D.C., in 2014, millionaires had a taxable
8 income of \$4.6 billion. You can do the arithmetic.

9 A gross receipts tax on regional
10 corporations should be considered with an Ohio-like
11 provision prohibiting pass-on to prices of its
12 products. And the Transit Authority should urge its
13 jurisdiction to pass this regional tax.

14 And secondly, progressively reduce, not
15 increase fares for Metro, expand clean bus service,
16 link to Metrorail by creating a sustainable funding
17 source by implementing regional congestion charges and
18 using this revenue for making public transit both more
19 affordable and cheaper.

20 And that's the essence of my testimony. I
21 particularly -- I speak also as a climate energy
22 scientist and urge you to take up these measures.

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1 Thank you.

2 MR. PORTER: Thank you, Mr. Schwartzman.

3 These are all -- the only witnesses we have signed up
4 at the moment. So we're going to take another brief
5 hiatus until we have additional people sign up.

6 (Whereupon, the foregoing went off the
7 record at 3:26 p.m., and went back on the record at
8 3:27 p.m.)

9 MS. PORTER: Ladies and gentlemen, we do have
10 an additional speaker. Are you ready?

11 MS. WELSH: Yes.

12 MS. PORTER: Yes. Ms. Katherine Welsh?

13 MS. WELSH: Sorry, how do I do this -- this
14 is --

15 MS. PORTER: Just speak into the microphone
16 and you'll have three minutes and it shows the number
17 -- the amount of time you have left in front of you.
18 And when you have 60 seconds left, it'll go to a
19 yellow light and then a red light when your time is
20 up.

21 MS. WELSH: I'm just really nervous. I've
22 never done anything like this before.

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1 MS. PORTER: Well, welcome to you and we'd
2 love to hear what you have to say.

3 MS. WELSH: I would like to address Metro
4 and everybody that's involved in this. I am so angry,
5 angry. I would see red, livid. I want to game five
6 last Thursday night and I was one of 44,000 people
7 that made other arrangements to get home from the game
8 that ended at 12:45 a.m. Nobody left. The sign went
9 up on the big screen. Nobody let in time to get on
10 Metro's trains home. Ha-ha. You all lost. I would
11 venture to guess you all lost a hundred grand last
12 Thursday night.

13 But anyway, I get SafeTrack and the safety
14 issues are real important because I can tell you, I
15 was on one of those trains last spring that had
16 electrical arcing or whatever it was called. Scared
17 the crap out of everybody on that train. So I know
18 the safety issues are real important.

19 But I'm also here to -- my anger is about
20 Metro not being available for fans and customers on
21 late nights when we are needed. I'm not asking Metro
22 to stay open every single night. But when you have an

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1 event like game five that ended at 12:45 a.m., it
2 would have been nice to be able to get on Metro and go
3 home in an hour instead of -- I have good friends. I
4 was blessed. I got lucky. But I was still 3:45 a.m.
5 rolling into my bed.

6 So I'm angry about the safety issues. All
7 of the predecessors should have never, ever, ever let
8 this mess get so bad as it is now. And examples as
9 last Thursday night -- oh, I'm not finished. I wrote
10 this out and I'm going on ad-lib.

11 The point is you need to be open. Somehow
12 there has to be a balance to open all this work and be
13 available when you need it. God forbid a game goes
14 late, Monday night football, a Caps game, anything.
15 When we need you, we need you.

16 MS. PORTER: Thank you, Ms. Welsh. If you
17 have additional comments, you can email them to the
18 Board secretary at the address. I didn't get the --
19 could you repeat the address for the mail-in?

20 MR. PASEK: Sure. It's
21 writtentestimony@wmata --

22 MS. WELSH: I'm sorry. I didn't -- I don't

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1 hear very well.

2 MR. PASEK: Sure. We can --

3 MS. PORTER: Yeah. There's an email
4 address, writtentestimony@wmata.com that you can send
5 additional --

6 MR. PASEK: We'll make sure to get you the
7 information outside.

8 MS. PORTER: Thank you.

9 MS. WELSH: Okay.

10 MS. PORTER: Thank you very much.

11 MS. WELSH: Thank you.

12 (Whereupon, the foregoing went off the
13 record at 3:31 p.m., and went back on the record at
14 3:42 p.m.)

15 MR. DORSEY: Our nets speaker is beryl
16 Neurman.

17 MS. NEURMAN: Okay. So am I just addressing
18 anyone? Oh, okay. There's the Metro Board. Hello.
19 My name is Beryl Neurman. And I am a federal
20 government employee who has to rely on Metrobus and
21 Metrorail to get around, preferably rail because
22 Metrobus doesn't always go places I need it to go.

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1 And you know, the proposed service cuts, I know
2 they're needed for safety because I know if there was
3 a major crisis on Metro, I don't know how much
4 planning Metro really does to get someone in a power
5 wheelchair off the trains. So I care about safety a
6 lot.

7 But I have been sad since they cut down the
8 hours to only midnight on Friday and Saturday in
9 particular because, you know, I work and then I like
10 to go out and have fun. And my definition of fun, I'm
11 a Jewish woman. So I often go to religious services
12 on Friday night. And they have a dinner afterward.
13 Or I go on -- or sometimes I go to the theater.

14 And you know, I know theater and my
15 religious activities will not last past like, you
16 know, 10:30, 11:00, you know. But as a disabled woman
17 who only has, you know, a power wheelchair to get
18 around and, you know, can't call someone and say, hey,
19 come pick me up, you know, I missed the last Metro
20 train.

21 I worry that if elevators break along the
22 way, you know, as I'm trying to get home toward the

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1 end of the evening, toward the end of Metro's
2 operating hours, then, you know, I may get stranded.

3 So I've stopped going to theater at night
4 and I've stopped going to Friday night services in
5 downtown D.C. because I'm afraid that I won't have
6 time to get home if things go wrong on my way.

7 And so I like -- if I have to choose,
8 scenario C is my preferred proposal because also on
9 Sunday morning, there's a couple of Bible study
10 activities that I go to. And if it doesn't start
11 running until 12:00, I'll miss out on those morning
12 Bible study sessions in downtown D.C. So that's
13 really what I wanted to say.

14 MR. DORSEY: Well, Ms. Neurman, thank you
15 very much for your testimony. We appreciate it.

16 (Whereupon, the foregoing went off the
17 record at 3:46 p.m., and went back on the record at
18 4:29 p.m.)

19 MR. DORSEY: Okay, everyone. We're going to
20 resume our public hearing. I'm Christian Dorsey,
21 representing Arlington. And this is Kathy Porter,
22 from Montgomery County, Maryland. We're your hearing

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1 officers and we'll have four speakers who are going to
2 present to us in just a moment.

3 And we'll begin with Mr. Michael Halpern,
4 and you'll have five minutes, Mr. Halpern. As you
5 come up to the microphone, you'll notice the clock
6 winding down on your comments. When you get to the
7 yellow light, that means -- what is it, 30 seconds or
8 60?

9 MS. PORTER: Twenty.

10 MR. DORSEY: Twenty, all right. We'll pick
11 a number. Twenty seconds left and then the red light,
12 please conclude your remarks. Thank you.

13 MR. HALPERN: Great. Thank you. Thank you
14 for convening this public hearing and for giving us
15 the opportunity to speak today. My name is Michael
16 Halpern. I represent Advisory Neighborhood Commission
17 4C, which includes the Georgia-Petworth Metro station
18 in the District of Columbia.

19 We have benefited greatly from both the
20 extension of Yellow Line service up through Fort
21 Totten several years ago, when Mr. Graham brought that
22 proposal forward, and by all of the investment that's

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1 been made in Metro up through that area since the
2 station was put in, in the late -- you know, a couple
3 decades ago.

4 We have a letter to introduce into the
5 record that strongly opposes any decrease in service
6 and expresses strong support for restoring late-night
7 weekend service through the Metrorail system once
8 SafeTrack is complete. We want to emerge from the
9 SafeTrack with a system that is superior to what we
10 had before, not one that is inferior to what we had
11 before.

12 If we have this kind of reduction in evening
13 hours and in morning hours, our community will suffer
14 in a number of ways that I'm not sure if Mr. Wiedefeld
15 and the rest of the Board have had adequate time or
16 information to consider.

17 First, you know, like I said before, the
18 addition of the Yellow Line service and late-night
19 Metrorail service to the Georgia-Petworth Metro
20 contributed very significantly to economic growth in
21 our neighborhood. Continued service is extremely
22 vital to many of the community-owned businesses who

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1 not only serve neighbors and guests, but also employ
2 large numbers of people that work in the neighborhood
3 but also work in other places and need to get home
4 late at night or early -- or need to come to work
5 early in the morning.

6 Second, we believe that shutting down
7 service would adversely affect lower income residents
8 and people who work late-night hours. There's already
9 an excessive income gap in Washington, D.C., and it's
10 growing in the neighborhood that we serve. And less
11 service would only make that worse.

12 Third, the city has created conditions for
13 significantly increased housing density in our
14 advisory neighborhood commission area, especially
15 around the Metrorail station.

16 People have chosen to occupy that housing
17 because they know they have reliable transportation
18 options at many hours of the day. And many have
19 chosen not to own cars as a result. And that's been a
20 big topic of conversation over the past several years
21 as density increases and parking becomes more
22 difficult.

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1 We feel that reduced hours will stress an
2 already difficult parking situation as people choose
3 to obtain more vehicles.

4 It's also clear that reduced Metro hours
5 would mean increased reliance on not only private
6 vehicle transit, which would increase our city's
7 carbon footprint, but it would also create a lot more
8 traffic congestion on weekend nights in the area,
9 leading to noise pollution, leading to atmospheric
10 pollution, exacerbating asthma and other respiratory
11 issues that we would see, problems that are much more
12 pronounced, again, among lower income families and
13 people who are more vulnerable.

14 Fifth, we're concerned that there would be
15 increased demand for MetroAccess during the nonservice
16 hours, making it even more challenging for people with
17 disabilities to get to and from work and to take
18 advantage of everything that our city has to offer.

19 Sixth, we believe that decreased service
20 leads to some profound significant safety problems.
21 Metrorail keeps drunk drivers off the road, as people
22 who choose to consume alcohol have a safe and economic

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1 way to get home. In addition, people are often safer
2 and feel safer waiting in a Metro station than waiting
3 on the street for a bus or a taxi or some kind of ride
4 sharing service.

5 Finally, we were disappointed that the
6 proposal to cut late-night weekend service and to
7 reduce hours at other times was offered with very
8 little consultation with the community.

9 Washington, D.C. would not be a world-class
10 city if we shut the door to one of its biggest
11 economic drivers. This lack of consultation seems to
12 be becoming a trend, as we saw the other fairly ill-
13 advised proposal to further cut service in
14 predominately poor, predominately black neighborhoods
15 really just dumfounded a lot of community activists
16 last week.

17 I think we feel you've failed to weigh
18 community concerns sufficiently for the future of
19 Metro and demand that any long-term changes be
20 developed with significantly community input and
21 strongly urge you to reject the proposals in front of
22 you to cut service. We don't want a low culture of

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1 expectations here in the District of Columbia. Thank
2 you.

3 MR. DORSEY: Thank you, Mr. Halpern. We
4 appreciate it. We are next going to have Ms. Christal
5 Matthews, followed by Denise Rush. And I should point
6 out that we've been joined by Principal Board Member
7 Catherine Hudgins, from Fairfax County.

8 MS. MATTHEWS: Good afternoon. My name is
9 Christal Matthews, and I'm here to speak to the
10 proposed changes. I'm all for number four but my main
11 concern is getting to fix Ward 7 and 8, these changes,
12 by not implementing extra Metro buses for those areas,
13 which is very highly affected by that area.

14 You know, not all of us have vehicles and
15 some of us, like myself, do maintenance work and have
16 to work at night and be on call and depend on those
17 services to get us back and forth.

18 And it's just -- it's just we feel it's not
19 fair to eliminate extra bus service for just those two
20 areas. If you're going to give bus services to areas,
21 give it to all of us because we all need it.

22 MR. DORSEY: Thank you very much, Ms.

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1 Matthews. Next, we'd invite Denise Rush. She'll be
2 followed by Steve Kaffen.

3 MS. RUSH: My name is Denise Rush, and thank
4 you for having the hearings today. My main concerns
5 are people who work after hours when they will not
6 have the service. Cutting the service early really,
7 really affects a lot of people in the District and
8 Maryland and Virginia. I know we have to do the
9 SafeTrack, and I know we have to fix the Metro. But
10 unless you're going to really, really have many more
11 buses and keep them running 24 hours, I don't know.
12 We have to come up with something that keeps
13 everything running like we're used to running so that
14 people can keep their jobs, not be affected socially
15 and handicapped people. We really need to be able to
16 go to work and come home and depend -- a lot of people
17 depend on the Metro. But if you have to fix for
18 safety, you must strengthen the bus routes and have
19 them running 24 hours so that everyone can get home
20 because everybody can't use Uber and Lyft. They can't
21 afford it. So you have to think about everybody and
22 we do want safety, but please consider strengthening

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1 the bus service, not taking the bus service away. And
2 then, you want to take the service from Metro and cut
3 it, cut the hours. Thank you for your time.

4 MR. DORSEY: And thank you for your
5 testimony, Ms. Rush. We will have Steve Kaffen,
6 followed by Charles Kurtis.

7 MR. KAFFEN: Hi. Steve Kaffen, resident of
8 D.C. I live at Dupont circle -- off Dupont Circle.
9 You know, quickly, I'm reminded how nice the people
10 who work at WMATA are and every time I come here. I
11 happened to go next door to see the presentation
12 before coming here.

13 It's just a nice group of people, which has
14 to pain us because of the turmoil that's going on.
15 And you know, there's a certain pride that we all have
16 when we work for an organization that's appreciated
17 and I think emotionally they're about as taxed as some
18 of the public is. You know, and I think we all should
19 be sensitive to that.

20 For me, number one is the best choice, but
21 with an additional evening hour, since it is Sunday
22 and people are returning home and the Kennedy Center

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1 and other venues are active and it's a day of leisure
2 for many people. If you added an extra hour, I think
3 number one would be just fine.

4 You know, we should be -- you know, we
5 wouldn't be having this hearing if we -- if I think we
6 all had a better feeling as to credibility because for
7 many years we've gone through questions of
8 credibility.

9 And I would suggest in fact that you -- that
10 you might webcam some of the construction going on,
11 particularly at 1, 2, 3 o'clock in the morning to show
12 people that, yes, in fact the times we have requested
13 are in fact the times where work is being done. Same
14 during the day, 7 o'clock in the morning, you're
15 asking people to avoid a particular station.

16 Why not webcam it on Metro, you know,
17 evidential matter as we auditors say. Speaking of
18 auditors, I have a few more things. You know, I think
19 at this time, the inspector general could help you
20 quite a bit, perhaps with reports that can be
21 analytical and maybe even a little harder hitting,
22 dealing with such critical topics as sustainability.

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1 And that might be useful.

2 I agree during a forced shutdown we should
3 have buses with extended service and running. I would
4 hope at some point in a major, vibrant city as we have
5 here, that some point in the future, it could be
6 extended to 24 hours. You know, we have customer
7 service and rider service issues on the rails and also
8 on the buses. And I've prepared written testimony
9 because there's not enough time. And hopefully,
10 you'll have a chance to read it. Thank you. Thanks.

11 MR. DORSEY: Thank you very much, Mr.
12 Kaffen, and we'll now have Charles Kurtis.

13 MR. KURTIS: Good afternoon. I literally
14 spoke to Mr. Martin Carrier's (ph) office Twitter feed
15 and asked if I could come and he said he wasn't going
16 to be able to attend. So I decided, you know, let me
17 come on down and share my opinion. I live in Maryland
18 --

19 MR. DORSEY: Excuse me. I don't want to
20 interrupt. But Mr. Kurtis, could you just adjust the
21 microphone?

22 MR. KURTIS: Okay. Sorry. I live in

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1 Maryland. I don't have a car. I'm single. I have a
2 regular job. I'm a frequent late-night rider. So
3 when I get off work or such and want to go down to U
4 Street on a Friday night, you know, I have to catch a
5 bus home.

6 I just feel that it seems like the system
7 doesn't really understand how transit can really
8 benefit everyone. I just feel that maybe if the
9 system were to go and look at other cities and really
10 see how they work, instead of putting up a guard where
11 they feel that no one can tell them what to do,
12 they're the only ones that know.

13 I've lived in New York City until I was 14,
14 and I'm 30 now. So I've been riding trains all my
15 life. And the transit etiquette that people in that
16 city have as far as knowing how to ride a train,
17 knowing how to find other alternatives is something
18 that this city could probably be envious about.

19 Constantly customers are finding themselves
20 in situations where they just don't know what options
21 are able to be used, as far as to be able to go to
22 here, go to there. So I do feel that WMATA could help

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1 people by different kind of signage, different kind of
2 approaches into educating the public about how to find
3 out other ways.

4 Also, and just to get this city to have a
5 whole transit consciousness of it, and not to use New
6 York as an example, but they have a transit tech high
7 school where you can go to high school and learn how
8 to work on the trains. And then, eventually you'll
9 move up into having a job in the transit system. It's
10 passed down through families and stuff like that.

11 And here, with WMATA, it just feels like
12 some of the employees don't necessarily care about
13 transit, don't want to know about transit and haven't
14 even played with a train set before.

15 So when you have that kind of un-knowledge
16 and, you know, the trains are backed up in line and
17 you're constantly saying we'll be moving momentarily,
18 you know, I'm just like, come on. Can you just say
19 it's just backed up? It's in traffic. You know what
20 I mean?

21 Just be more clear and more transcendent
22 instead of just saying a monotone kind of excuse about

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1 what's going on. So just being able to speak to the
2 people in a certain way and being able to educate the
3 people as far as how to use the transit system is just
4 something I just feel would go a long way.

5 I would prefer the option number four as far
6 as keeping it open until 3 o'clock. And I understand
7 that that will cut most Sunday service. But I feel
8 that, you know, we have eight Redskins home games.
9 You know, we have a certain amount of games on Sunday.
10 But we know we're going to need to have it open.

11 If it's supposed to open at 12:00, we know
12 we need to have it open at 11:00 in the morning. So
13 if we could possibly do something like that, that
14 would be good.

15 Just keeping the buses running -- if you're
16 going to close the line down, have the buses running
17 from the end of the line all the way back into the
18 city as long as it would be the time of the train
19 would be open.

20 So just providing options in lieu of the
21 fact that you guys have to do the repairs that we know
22 that you have to do. That would be very sufficient.

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1 MR. DORSEY: Thank you very much for your
2 testimony, Mr. Kurtis. There are a number of people
3 who will be coming up on the docket next and we'll
4 resume as soon as they get situated.

5 MR. KURTIS: My pleasure.

6 MR. DORSEY: Thank you, sir.

7 (Whereupon, the foregoing went off the
8 record, and went back on the record at 5:19 p.m.)

9 MR. EVANS: All right, everyone. So we're
10 going to start up again. So if I can get everybody's
11 -- get everybody's attention, and welcome back to the
12 WMATA hearing and thank you all for being out here
13 tonight to talk about a very important issue.

14 I want to recognize the presence of a number
15 of Board members. We have Cathy Hudgins from
16 Virginia, Bob Lauby, the federal representative, Leif
17 Dormsjo, who is from the District of Columbia, and
18 myself, Jack Evans. I'm the chairman of the Board,
19 also representing the District of Columbia. And so,
20 thank you for being here.

21 I have some instructions I'm going to read.
22 And so, this will kind of give everybody a framework

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1 of how we're going forward. We've been doing this
2 since 12:30 today. We've had a number of witnesses
3 come and go.

4 And the way I run the hearing is everyone
5 has three minutes. There's a clock over here with the
6 three minutes on it. And so, I'd ask you all to stay
7 within your time if you're going to testify because we
8 have other people who follow you. So we want to keep
9 the hearing going. A buzzer will go off and you'll
10 see when the three minutes is up.

11 And so, again, the hearing is convened by
12 the Metro Board of Directors to gather public comments
13 on Docket B16-03, on Metro's proposed restriction of
14 Metrorail operating hours.

15 Notice of this hearing was made by
16 publication in the *Washington Post*, and ads were
17 placed in a number of newspapers and periodicals. It
18 was also sent to area libraries for viewing and posted
19 at WMATA.com. Signs were placed in buses, rail
20 stations, MetroAccess vehicles and other places.

21 So briefly, I will cover the procedures we
22 will follow during the hearing.

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1 A staff video on the proposals is available
2 at the open house that started at noon and runs until
3 9:00 today in the training room across the hall. In
4 this room, we will hear from those who have signed up
5 to give testimony. You sign up right outside here and
6 please see staff at the registration table if you want
7 to do so.

8 Elected and public officials will be allowed
9 five minutes. Everyone else will be allowed three
10 minutes. Extra time will be given for translation if
11 someone needs that, and we had that earlier today and
12 it went very well. If you have copies of your
13 testimony to distribute, please hand them to our Board
14 secretary, Ms. Ellison, who is right over here.

15 I will call speakers up three names at a
16 time and they'll start appearing on that list back
17 there. And you can start making your way to the
18 microphone when I call your name. If you need the
19 microphone brought to you, we can do that as well.

20 So there's a timer, as I mentioned, right
21 here. It'll give you a warning, a beep when you have
22 20 seconds left and then will beep continuously after

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1 that when your time is up. It's important, as I
2 mentioned, because we have a lot of speakers.

3 I want to take a moment to recognize that
4 this is a time when we listen to you and these three
5 minutes are very important to all of us. It gives us
6 an opportunity to hear from the public about your
7 concerns and observations on this very important
8 issue.

9 We will not be able to answer any questions
10 during your testimony. If you have questions, there
11 are staff at the open house who will be happy to help
12 you. Before you begin your remarks, please state your
13 name and an organization, if any, that you happen to
14 represent.

15 Please note that all statements, including
16 any personal information such as names, emails,
17 telephone numbers, et cetera, that you provide in a
18 statement are releasable to the public upon request
19 and may be posted on WMATA's website without change,
20 including personal information.

21 Further testimony may be submitted but must
22 be received by 5 p.m. on Tuesday, October 25th by

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1 email to WMATA.com. Alternately, you can mail things
2 to the Office of the Secretary of WMATA, 600 Fifth
3 Street Northwest, Washington, 20001.

4 There is also a survey about the proposal
5 that will be available for you to take until Friday --
6 until, excuse me, 5 p.m. on Tuesday, October 25th.
7 And this is in addition to all other options that are
8 available for your input.

9 If you have any other questions about the
10 different ways to provide testimony, you can ask
11 somebody who's on the staff here. Your comments will
12 become part of the public record that will be reviewed
13 by the Metro Board of Directors.

14 Changes to the options presented here
15 tonight may be proposed in response to testimony
16 received and subsequent staff analysis. Additionally,
17 members of Metro's Accessibility Advisory Committee
18 and Riders' Advisory Council will be here to listen to
19 testimony to inform their comments to the Board of
20 Directors. And please note that no profanity will be
21 tolerated. So you cannot curse at us.

22 Okay. There we go. That was a longwinded

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1 statement here. We're ready to go. This isn't a
2 Donald Trump think, you know? We can't -- none of
3 that. None of that going on here. Not here.

4 All right. So we have a number of
5 witnesses, and we'll go down the list here. I have
6 someone who I spoke about earlier who I'm going to
7 call up first, my good friend John Boardman, who
8 represents Local 25. And again, I want to thank all
9 of you in red shirts for coming out here today to be
10 so supportive. You've been here since 12:30 when we
11 first started the hearing. And we're very pleased to
12 have you today.

13 So John, why don't you come up here and then
14 you'll be joined by Elissa Silverman is next, my
15 colleague on the City Council. Is she here someplace?
16 Oh, there she is right here, Elissa Silverman, and
17 Brandon Todd, who is also my colleague on the Council.
18 So come on up, the three of you. Are there three
19 seats up there or something? Yeah, I think --

20 MR. BOARDMAN: Mr. Chairman, I don't know
21 what I did to deserve the honor of having two
22 distinguished councilmembers join me at the bench, but

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1 --

2 MR. EVANS: Yeah, it's unbelievable.

3 MR. BOARDMAN: I'd be happy to let them go
4 first, if they'd like. Thank you. Let me first off
5 say thank you to Chairman Evans for bringing your
6 leadership to bear on this very important set of
7 issues.

8 And I also in particular want to acknowledge
9 and thank the Board for holding the hearing in the
10 timeframe that you have. As you know, people that you
11 see here before you who are the ones that use the
12 system, work during the day and find it impossible to
13 express their opinions during the day because they're
14 at work. And last of all, I want to thank the members
15 of Local 25 for coming out tonight.

16 My name is John Boardman. I am executive
17 secretary-treasurer of Local 25, UNITE HERE. Our
18 union represents about 7,000 hospitality workers who
19 cook and serve meals, make beds, scrub tubs and
20 perform countless other tasks in hotels in Virginia,
21 the District and Maryland. For us, the buses and
22 trains of the Metro system are in fact the people's

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1 chauffer. We are here today to urge you to restore
2 full service hours to our transportation system with
3 all due haste and once the most urgent repairs have
4 been made through the SafeTrack program.

5 The D.C. metro region is becoming a 24-hour-
6 a-day, seven-day-a-week program and the transit system
7 ought to reflect that. If anything, we should be
8 talking today about increasing service operations, not
9 how to scale them back.

10 Our members work in one of the fastest
11 growing and most economically vibrant industries in
12 the region. We're seeing growth in every jurisdiction
13 Metro~~services~~ serves. That's a good thing.
14 Hospitality provides tens of thousands of jobs in the
15 region that are not directly reliant on the federal
16 government.

17 Local 25 members in particular earn family
18 sustaining middle class wages and benefits working in
19 the jobs that are in the hospitality industry.
20 However, without a robust transportation system,
21 growth in our sector is at risk. Simply put, cutting
22 Metro hours risks cutting our livelihoods.

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1 Hospitality is an around-the-clock industry
2 for hotels, restaurants and their patrons. It is even
3 more so for the hardworking people who have to close
4 up long after the last drink is served or the last
5 meal is placed on the table or for those arriving
6 early in the morning to start cleaning rooms or to
7 fire up a prep kitchen.

8 Without a way for these employees to get
9 around late at night or early in the morning, our
10 industry and our incomes suffer. Please remember we
11 don't take Metro by choice. We take it by necessity.
12 We understand that Metro needs to undergo massive
13 repairs and improvements. We ride the system. We are
14 glad that WMATA is taking safety and long-term
15 maintenance seriously. We're the ones that are at
16 risk as riders.

17 What we're asking today is for the Board to
18 find a way to undertake the work necessary under the
19 operating schedule and that existed before SafeTrack.
20 Other major systems in cities across the country do
21 it, and I think we can do it too.

22 If you'll grant me just a moment or two, Mr.

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1 Chairman? Metro is critical to our region's economy.
2 Cutting service will not only cripple the region, but
3 it will further cripple Metro itself as it finds its
4 usefulness declining.

5 Ridership is already down and it will suffer
6 more if service is cut. The same goes for increasing
7 fares, which would take money out of the pockets of
8 workers like our members and incentivize riders to
9 flee the system.

10 Leadership in the jurisdictions that depend
11 on Metro -- the District, Maryland and Virginia --
12 need to come together and establish a reliable,
13 dedicated funding source to marshal resources Metro
14 needs to restore the system to good health and put it
15 on a path to sustainability.

16 As you know, there is a proposal now for a
17 regional one-cent sales tax, which would provide
18 dedicated funding commensurate with having a well-
19 functioning transit system in the region. We support
20 this proposal. Our members are paying attention to
21 see whether their elected leaders have the courage to
22 take the basic steps that are necessary to provide

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1 safe, reliable and responsive regional transit.

2 And I would close, Mr. Chairman, and thank
3 you for indulging us, I think there is an applicable
4 quote from Winston Churchill that will help us here:
5 "It is no use saying we are doing our best. You have
6 got to succeed in doing what is necessary." Thank you
7 very much.

8 (Applause)

9 MR. EVANS: Thank you very much, Mr.
10 Boardman. All right. Thank you. It's always good to
11 bring your own applause section, right? You can't go
12 wrong. Thank you. Councilmember Silverman, welcome
13 to Metro.

14 MS. SILVERMAN: Wonderful. Thank you,
15 Chairman Evans, and thank you to the rest of the Board
16 for holding this hearing and giving us the opportunity
17 to speak before you. I am Elissa Silverman, and I
18 serve the residents of the District of Columbia as an
19 at-large member of the D.C. Council.

20 I am also a regular rider of Metrorail and
21 Metrobus. As a rider, I couldn't agree more with
22 General Manager Wiedefeld's focus on safety. We need

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1 a safe and reliable system and that requires time to
2 do the necessary maintenance and repairs. But we also
3 need a mass transit system that meets the needs of our
4 growing region, which includes not only residents and
5 businesses, but also visitors. These are not easy
6 mandated, I realize, for WMATA to reconcile,
7 especially while operating under a constrained budget.

8 My goal in coming before you today is to
9 impress upon you the importance of keeping Metro open
10 late. I think Mr. Boardman made an excellent case for
11 that. And I have seen the same data that you have,
12 that shows that far fewer people use the Metro after
13 midnight.

14 But while we are talking about a small
15 number of people, it's important to remember how
16 critical and crucial Metrorail is to those riders. It
17 is potentially their only feasible way to get to work
18 or their safe ride home at the end of the night or a
19 shift.

20 Already during SafeTrack, we've seen people
21 changing their behaviors such as choosing to sleep at
22 their late-night job instead of going home. I

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1 attended a meeting in Adams Morgan earlier this week
2 in which the owner of Amsterdam Falafel Shop, a good
3 local business, spoke about her shock in realizing
4 that this was the most optimal solution, staying
5 overnight and sleeping in her shop, for two of her
6 workers because of SafeTrack closures.

7 As you consider ways to increase track work
8 time, I want to make several points. First, I
9 encourage you to think outside the box. There are
10 many levers available to you to create more time for
11 work crews to fix and upgrade the system. But simply
12 changing the opening or closing times for the entire
13 system is a very blunt tool and potentially very
14 damaging.

15 There are other more targeted options
16 available to you, such as closing down a line or part
17 of a line, which gives you the time to do the work,
18 while preserving transportation access for a majority
19 of late-night riders.

20 I also want to echo comments made in a
21 letter I believe you received from Mayor Bowser who
22 pointed out that it makes little sense to close the

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1 entire system for track work when you only really work
2 intensively on one section at a time. Again, I think
3 there are more creative solutions here to provide the
4 targeted track work time while allowing most riders to
5 use the system.

6 Second, I ask that whatever change to the
7 operating hours you make, that it not be a permanent
8 change. I understand that we need more track time for
9 repairs. But as we've seen, other systems manage to
10 stay in a state of good repair with fewer hours than
11 what has been proposed.

12 So if we must suffer with fewer operating
13 hours, it should be for a limited time until we are
14 back in a state of good repair, say in 12 or 24
15 months. Our goal for Metro should always be striving
16 for more, not less service and we should try to get
17 there sooner rather than later.

18 Third, you should set a metrics-driven goal
19 for what we can accomplish with any service change.
20 Again, if the goal is to get back into a state of good
21 repair, we should have clear, understandable
22 measurements for the public to see that we're making

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1 progress. They are the users of the system. If we're
2 going to be reducing hours, we should be able to show
3 what we're getting for it. We have seen the public's
4 appetite for this kind of information with SafeTrack,
5 where it is difficult to see what concrete progress we
6 are making with each shutdown or reduction in service.

7 And finally, on a related note, I hope you
8 ensure that there is regular communication with the
9 public around any service change. Metro has a bad
10 reputation, I have to say, for communicating poorly
11 with the public.

12 Whether that's a deserved reputation or not,
13 Metro must go above and beyond for the duration of any
14 early closings to, again, show riders that work is
15 being done. The pain is not without gain. Other
16 agencies such as D.C. Water, for example, have shown
17 that frequent and high-quality public interaction can
18 build goodwill and explain or mitigate problems as
19 they arise.

20 So I encourage you to consider using social
21 media tools to help bring the public behind the scenes
22 to show the important work you're doing.

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1 To wrap up, again, thank you for letting me
2 testify before you on the importance of keeping Mero
3 open as long as possible and keeping the Metro system
4 functioning as the economic backbone of our region.
5 Thank you all very much.

6 (Applause)

7 MR. EVANS: Okay. Thank you very much,
8 Councilmember Silverman. Councilmember Todd, welcome
9 to Metro.

10 MR. TODD: Yes, thank you, Chairman Evans.
11 My name is Brandon Todd, and I represent Ward 4 on the
12 Council of the District of Columbia. And thank you,
13 Chairman, for your leadership and thank you to all of
14 the Board members of WMATA for your focus on our
15 region's transportation.

16 At every Council meeting, at every Council
17 breakfast, Councilmember Evans brings up WMATA and he
18 stresses the importance of fixing it now, but fixing
19 it in a responsible way. We know that the Board of
20 Directors will vote in December on whether to extend
21 SafeTrack hours; the result, closing Metro earlier and
22 opening it later.

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1 We're a big city and we must act like one
2 and ending late-night service indefinitely is a
3 nonstarter. Earlier this month, the D.C. Council
4 unanimously passed a sense of the Council in support
5 of late-night Metrorail service hours emergency
6 resolution of 2016. We were then and we continue to
7 be resolute in our position. Closing Metro earlier or
8 opening it later is not a responsible solution.

9 For years, Metro has been closed 33 hours
10 each week, primarily early in the morning.
11 Recognizing the immediate need for SafeTrack, WMATA
12 implemented an additional six hours of track time,
13 bringing the number of closed Metro hours to 39
14 through April, 2017, at which time we would resume our
15 previous Metro schedule.

16 Today, WMATA however proposes to extend yet
17 again SafeTrack hours. Instead of being closed for 39
18 hours, they provide four proposals to close Metro for
19 41 hours a week beginning in July, of 2017 -- 33, 39,
20 now 41. We all support WMATA in their efforts to make
21 our Metro system safe. The safety of our residents
22 and our neighbors is of the highest priority. But we

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1 must do it in a responsible way.

2 There are a number of good reasons to extend
3 SafeTrack hours. WMATA is responsible for 118 miles
4 of track, six lines and 91 Metro stations. They need
5 more time to make repairs. But just as there are
6 reasons to support closing Metro earlier and opening
7 later, there are even more important reasons not to do
8 so.

9 Our visitors, our neighbors and our
10 residents. 19.3 million, that's the number of
11 tourists that visited the District of Columbia in
12 2015. \$7.1 billion, that's what those tourists spent
13 here in the District of Columbia. We know that
14 tourism drives our economy and is only increasing each
15 and every day.

16 We cannot be the world-class destination if
17 fundamentals of the city such as public transportation
18 are not open for consistently long periods of time.
19 It simply isn't fiscally responsible.

20 Putting visitors aside for a moment, our
21 local population depends on Metro every day. One-
22 third of the federal workforce rides Metro. Forty-

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1 five percent of Washington, D.C. and Arlington
2 residents rely heavily on Metro. 712,000 is the
3 number of rides Metro provides on an average day and
4 206,396,040 is the number of rides Metro provided in
5 2015.

6 Beyond these numbers, we have an even
7 greater obligation to the hardworking residents who
8 rely on Metro as a quick and affordable means of
9 transportation. We have nearly 700,000 residents in
10 the District of Columbia and Metro unites us all.

11 You've heard from a number of witnesses
12 today, including our friends at Local 25. But there
13 are a great many voices who are unable to join us here
14 today because they're working two jobs or double
15 shifts at a minimum wage just to make ends meet.

16 The service industry will no doubt be
17 affected the most. The barista at Starbucks who made
18 our coffee started her shift at 5 a.m. today. D.C.'s
19 favorite pastime, brunch, is cooked and served by
20 residents who start their pre-service responsibilities
21 at 6 a.m.

22 For us, Metro is a convenience. When it

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1 doesn't work, we drive or can afford to take an Uber.
2 But for a number of residents, Metro shutting down
3 earlier and opening later is more than simply an
4 inconvenience.

5 It's an impediment that makes tough daily
6 decisions even harder. Do I skip dinner to pay for an
7 Uber? How do I get home when my shift ends at
8 midnight? Who's picking up my child at daycare if I
9 have to spend an extra hour commuting on a bus?

10 Is there another way to get to 8 a.m. or 9
11 a.m. Sunday service? What do I cut from my monthly
12 budget if I factor in an Uber each and every day? I
13 leave the library at 1 a.m. and do not feel safe
14 waiting for a bus. How do I get home?

15 These are real concerns from real D.C.
16 residents. Therefore, it's imperative that we take
17 their hardships into account when considering the
18 SafeTrack proposal before us. It would be socially
19 irresponsible not to.

20 There are a number of legitimate reasons to
21 support closing Metro earlier and opening it later.
22 But there are nearly 700,000 reasons why we shouldn't.

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1 I certainly, as the councilmember representing Ward 4
2 and a member on the transportation and environment
3 committee, share in WMATA's desire to operate a safe
4 and reliable system that works for the entire region.

5 But I look forward to working with you to
6 move our shared goals forward and figuring out a way
7 to keep our Metro open as long as we possibly can.
8 Thank you for the opportunity to testify on behalf of
9 the residents of Ward 4.

10 MR. EVANS: Okay. Thank you very much.

11 (Applause)

12 MR. EVANS: Thank you very much,
13 Councilmember Todd. I want to thank all three of you
14 for coming down to testify. Okay. Our next three
15 witnesses are Darrell Miller. Is Mr. Miller here?
16 Barbara Hermanson? Barbara Hermanson? Please.
17 Thanks, Elissa. Thank you. And David Smith?

18 Is Ms. Hermanson here? Barbara Hermanson?
19 Thank you. No? Oh, here? Okay. All righty. Come
20 on up. There you go. Okay. Mr. Miller, welcome to
21 Metro.

22 MR. MILLER: Good afternoon, Chairman Evans

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1 and Board. My name is Darrell Miller. I am a
2 councilman for the town of Capitol Heights in Prince
3 George's County.

4 I'll be brief because the councilmembers
5 before me, along with Local 25, really said what I was
6 going to say. I just wanted to be sure, for Prince
7 George's County, especially for some of our small
8 municipalities, the Board and yourself understand what
9 the need is for Metro to keep its continued hours, the
10 regular hours.

11 I've had many people when I was -- I've
12 recently been doing a part-time job at Sear's. And
13 some of your proposals for my coworkers would not
14 allow them to make it to work on time. So I
15 understand the need for the hours to be really the way
16 they need to be and be supportive of that.

17 And I wanted to be here to let you know
18 there's a voice in Prince George's County that
19 supports Local 25, supports our unions and wants to
20 make sure that our service workers, along with all our
21 workers, get the opportunity to have full service that
22 they need.

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1 We recognize the fact that SafeTrack and
2 work has to be done. But at the same time, many times
3 it seems to be on the backs of workers who just can't
4 afford the cuts or the increases that you propose.

5 So I just wanted to make sure here that you
6 heard our voice from the town of Capitol Heights in
7 Prince George's County, that we support the local
8 unions and we look forward to your final proposal. I
9 just wanted to say thank you.

10 MR. EVANS: Okay. Thank you very much, Mr.
11 Miller.

12 (Applause)

13 MR. EVANS: You know, many times in my
14 career, I always find myself at the end speaking and,
15 like Mr. Miller, everything's been said. So I have an
16 old saying. It's all been said, but not by me. So
17 then I go on. Okay. Ms. Hermanson?

18 MS. HERMANSON: Hi. Yes, I'm Barbara
19 Hermanson. I am the chair of WMATA's Riders' Advisory
20 Council, also known as the RAC. For those here that
21 are not familiar with us, we have 21 members from
22 D.C., Maryland and Virginia. And you can read about

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1 us on the WMATA website if you'd like and even find
2 out how to apply.

3 The proposed rail cutbacks have triggered
4 more feedback to the RAC than any other topic in the
5 four-plus years I've been a member, mostly from
6 individual riders who are not in support of the
7 cutback, but also from some current and former members
8 of the local union for restaurant and retail employees
9 who are concerned for their workers with limited
10 income and limited transportation options late at
11 night. I think you've heard from some voices about
12 that already now.

13 Mainly I'm here to listen what you have to
14 say, the riders and the riding public, because in
15 spite of what the RAC had heard, we could not
16 ourselves come up with any consensus, if you looked at
17 those four options. There was no consensus we could
18 come up with. But we did have several general themes
19 that we had significant support from within the RAC.

20 We would love for WMATA to find more ways to
21 maximize the use of the current time available for
22 maintenance and inspections before additional cuts are

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1 made. We can't say how that can happen. WMATA has to
2 do that. But we do -- and we do strongly prefer that
3 any reduction be for a defined temporary period, not
4 considered permanent, which you've also heard with the
5 last few speakers.

6 We want to impact as few riders as possible,
7 which includes not impacting the Sunday morning
8 people, which surprised me. That ridership is far
9 greater than any late-night. We prefer shorter after
10 midnight hours rather than no after-midnight hours, if
11 we have to do something. We just wouldn't want to cut
12 it all the way back to midnight.

13 And in general, to provide more time for
14 maintenance and inspections, we just prefer in general
15 limited or partial disruptions rather than global
16 ones, which others here have mentioned.

17 For example, we could reduce some late hours
18 maybe at more end of the line stations rather than
19 everywhere, keeping service to the D.C. core and a few
20 stations beyond the core or we could single-track
21 instead of not serving a station. We could close just
22 an entrance to a station instead of, you know, not

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1 serving the entire station.

2 Or in general, we could do reduced hours for
3 specific stations for specific time periods, which is
4 what's been happening with what some of what SafeTrack
5 has been about, rather than every night at every
6 station for the next year or longer.

7 We acknowledge that these partial or limited
8 measures require much greater coordination and
9 communication from WMATA. But they are infinitely
10 easier for those riders who need to find alternate
11 transportation even on a short-term basis.

12 What the RAC does support and supports
13 strongly is Metro's proposal for supplemental bus
14 service, no matter what happens, to cover any
15 cutbacks, if there are any, even though we know that a
16 bus option, like for me personally, standing on a
17 street corner at 2:00 in the morning doesn't sound too
18 good to me, whereas I would be willing to stand on a
19 rail platform.

20 We also support the extensive outreach
21 that's getting input from thousands of Metro riders
22 and which is far beyond this hearing itself. We do

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1 know that the Board listens to or reads all of the
2 testimony that comes from those thousands of people.

3 And finally, when all the other options are
4 exhausted, this does not mean anything different from
5 we do support whatever downtime WMATA must have to
6 keep the system safe. We can't forget we have to be
7 safe. We want to have the service. But we really
8 have to be safe. That's a must. Thank you.

9 MR. EVANS: Okay. Thank you very much, Ms.
10 Hermanson, and thank you for all your work on the RAC.
11 We really appreciate everything you do. And next, Mr.
12 Smith, welcome to Metro.

13 MR. SMITH: Good evening, Chairman,
14 Councilmember Jack Evans. I have the utmost respect
15 for you, Councilmember Evans, as you well know. It's
16 good to see you in this seat. It makes me feel a lot
17 better about the conversation happening on the Board.
18 As a matter of fact, I didn't know you were in that
19 position.

20 My name is David Smith. I'm the president
21 of the Deanwood Citizens Association and a 30-plus-
22 year resident of the Deanwood community. The Deanwood

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1 community would like to first thank the members of the
2 WMATA Board for having these needed public hearings
3 and hope that our testimony is heard by your ears,
4 your minds and your hearts.

5 Recently, WMATA reported that one way to
6 close the budget gap would be to close 20 Metro
7 stations outside of rush hour, including seven D.C.
8 communities that are east of the Anacostia River.
9 These budget gap proposals disproportionately impact
10 low-income and minority communities, a clear
11 violation, in our estimation, of civil rights law and
12 would be a separate and unequal approach to the
13 distribution of public services.

14 The Deanwood Metro is the primary source of
15 transportation for our community's workforce, our
16 elderly and especially our children. In Ward 7, 64
17 percent of our children travel outside of their
18 neighborhood to attend school and many rely on Metro.

19 As a father of five hardworking young
20 people, who I've always got to give credit to, how
21 honor roll scholars attending educational institutions
22 across the city, the Deanwood Metro is critical to our

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1 children and my neighbors to get to and from school on
2 a daily basis.

3 Closing and reducing hours of operation
4 would make it far harder for our children to get to
5 school on time, which already takes sometimes hours,
6 and participate in after-school activities and after-
7 school employment opportunities.

8 Adults would be hard-pressed to access
9 regional employment opportunities and access needed
10 social and political life in the District, which
11 largely exists only outside of the WMATA targeted
12 stations.

13 The economic and social impacts of this type
14 of action could and would be catastrophic economically
15 for the residents of my community. Cutting services
16 would dramatically change the calculus and development
17 of Ward 7, a community seeing the first shows of
18 economic prosperity would be snuffed out.

19 Tens of thousands of homeowners would see
20 their home values decline and D.C. would lose millions
21 in tax revenue. The Deanwood community requests that
22 you consider the human impact of this decision and

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1 direct decline in quality of life for the city's most
2 vulnerable populations. Those positioned to govern
3 these decisions should consider the massive amounts of
4 investment and development of new stations over the
5 last 10 years compared to the lack of investment and
6 maintenance at existing stations.

7 Specifically, like Deanwood, for instance,
8 we've had the same lights for 30 years. Consider the
9 nonworking escalators and elevators that impact our
10 elderly and our young and our physically challenged as
11 it relates to our usership, which is directly
12 connected to the lack of maintenance. The continued
13 lack of investment improving WMATA stations in these
14 majority minority -- can I have 30 more seconds,
15 Councilmember?

16 MR. EVANS: Sure.

17 MR. SMITH: The lack of maintenance in these
18 stations have a direct impact on our minority and low-
19 impact communities direct relationship correlates to
20 the rider trends. The quality of life of these
21 community residents and economic development trends
22 around these subways are critical.

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1 If we now send a message that you can
2 abandon east of the river as related to investment, we
3 don't benefit from the prosperity that the region is
4 sharing in. And it's just so coincidentally in this
5 area is a minority community.

6 We're getting all our most vulnerable
7 populations are being pushed east of the river and
8 into PG County. It is critical that we have
9 transportation infrastructure and I thank you for
10 holding this hearing and listening to our testimony.
11 Thank you.

12 MR. EVANS: Okay. Very good.

13 (Applause)

14 MR. EVANS: Thank you very much, Mr. Smith.
15 And thank you all for testifying. And we're on to our
16 next three witnesses, Ricardo Thornton -- Ricardo
17 Thornton and Lindsey Wilkes -- Lindsey Wilkes, and
18 Aliyah Nelson.

19 So we have Mr. Thornton, Mr. Wilkes and Ms.
20 Nelson. Great. Okay. Thank you very much and thank
21 you for coming down to testify. We'll start with
22 your, Mr. Thornton. And welcome to Metro.

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1 MR. THORNTON: Thank you. I just want to
2 say that I'm going to send in my written testimony. I
3 didn't have it with me.

4 MR. EVANS: Okay.

5 MR. THORNTON: But I will make sure you get
6 that through Heidi (ph), who's our advisor. I'll make
7 sure she gets that to you.

8 MR. EVANS: Go ahead.

9 MR. THORNTON: So my name is Ricardo
10 Thornton and I am here on behalf of the Project
11 ACTION!, self-advocacy. It's an advocacy group that
12 depends on transportation here in D.C. We meet
13 monthly and there were concerns about the Metro that's
14 what brought me here today. It is about getting in
15 and out and around the city.

16 Many who work in the evening depend on Metro
17 to get home. And unfortunately, they have to look at
18 other alternatives to make to get home, which is very
19 difficult. And they show very unhappiness with that.
20 So that was one issue.

21 The other issue is the escalators. When the
22 escalators are not working and you've got bad knees

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1 and you're trying to figure out how to get down and
2 the elevator's not working, that's a problem. I really
3 think that Metro should really reduce fares if they're
4 going to continue with escalators being broken down, I
5 mean, that kind of problem. That's a real big
6 problem.

7 The other thing was we really was shocked
8 when they had a baseball game here. I understand the
9 Nationals played and we heard that the game started at
10 a time and unfortunately, at 12 noon, people had to
11 figure out how to get home, you know, because Metro
12 was going to shut down.

13 And I really think we should really take a
14 look at that and start extending hours when events
15 like that come to town because that's money. I mean,
16 that's revenue for the city and I think we missed an
17 opportunity there. So we need to tighten up. But
18 that's basically all I had to say. I'm here with my
19 buddy, Lindsey, and he has a few little words he would
20 like to say on behalf of Project ACTION!.

21 MR. EVANS: Okay. Thank you.

22 MR. WILKES: And also I work -- and also,

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1 I've got --

2 MR. EVANS: Just tell us your name.

3 Mr. WILKES: Lindsey Wilkes.

4 MR. EVANS: Oh, yeah. You're Mr. Wilkes.

5 Okay. Great.

6 MR. WILKES: Okay. I was going to say I've

7 got a Smart card and that card, I got more money.

8 I've got to go to work and got to go to basketball

9 practice back and forth and much money on my card.

10 I work at the National Geographic Society --

11 and I've got money go back and forth and take -- and

12 I've got to add more money to my card again and again

13 and again. It take all my money out of my card, more

14 money. And I don't save any money on my card.

15 MR. EVANS: Okay. All right. Well, thank

16 you for those comments. We really appreciate your

17 coming down and giving those to us. Okay. Let's go to

18 our last witness here, Ms. Nelson. You want to give

19 Ms. Nelson the microphone there? You can stay there.

20 That's okay. Yeah.

21 MS. NELSON: Good evening. My name is

22 Aliyah Nelson. I'm one of the Local 25

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1 representatives, and I'm also a resident of PG County.
2 A lot of the problems I've been having is, for
3 starters, I work on Sundays. Granted, a lot of
4 government offices, banks, I get those are closed on
5 the weekends. People like me, as well as, you know,
6 the rest of the Local 25 members, we do still have to
7 work. I work early shifts, 7, 8 o'clock in the
8 morning.

9 For Metro opening up at 7:00, that's already
10 a problem for me on its own. I cannot make the train
11 -- the first trains out of the station, which causes
12 me to be late every week. Another issue that I seem
13 to have a problem with is we do a lot of overtime for
14 my hotel specifically. We're really busy in the
15 season, so we're doing a lot of overtime. We'll stay
16 as late as 11:30, 12 o'clock, after 12 o'clock.

17 By then, the Metro has already closed down,
18 which leads me either having to catch a Lyft or an
19 Uber home, which I cannot afford to do. A personal
20 problem in the PG County alone is, whereas on the
21 weekdays, Metro opens up at 5:00. But I notice the
22 majority of my buses that I catch, they don't start

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1 operating until 6:00, after 6 o'clock in the morning,
2 already making me pressed for time. So with that
3 being said, thank you very much for giving me the
4 opportunity to testify.

5 MR. EVANS: Okay, thank you very much for --
6 (Applause)

7 MR. EVANS: And I want to thank all three of
8 you for coming down to testify. Thank you. As I call
9 the next three, I want to recognize Mr. Goldman,
10 Michael Goldman is a member of the Board I hadn't
11 recognized earlier. Thank you for being here.

12 Our next three witnesses are Dan Eggert.
13 Dan Eggert -- again Local 25, thank you very much for
14 coming here today. Appreciate your coming. Mr. Dan
15 Eggert, Alexis Van Dyke and Michael Golash. And can I
16 ask everybody to exit a little quieter so we can go on
17 to the -- okay, thank you. Okay. Mr. Eggert, welcome
18 to Metro.

19 MR. EGGERT: Thank you, Mr. Chair. My name
20 is Eggert. But that's okay. I've been called a lot
21 worse over the years.

22 MR. EVANS: Oh, okay.

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1 MR. EGGERT: I'm here as a private citizen,
2 and also as a recent arrival to the region. I
3 personally am very committed to mass transit. When I
4 was here for several months during the summer of 2014,
5 working at the Treasury Department, I used Metrobus
6 every day for my commute.

7 Since I've been here in December as a budget
8 analyst for the federal government, I've used Metro as
9 part of my daily commute from Tacoma Park, Arlington
10 and, as of the beginning of this month now, I live in
11 Southwest D.C.

12 I would like to be car-free completely five
13 days per week and Metro lets me do that. I think I
14 can offer you a somewhat unique perspective with -- as
15 a relative outsider, with some fresh outside eyes. I
16 don't have any baggage or preconceptions about the
17 historical this or that. None of the prejudice about,
18 oh, Metro is bad because -- just like hospital food,
19 it is.

20 So I want to say that I really appreciate
21 General Manager Wiedefeld's unshakeable commitment to
22 safety. The things I've heard him say since I've come

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1 to D.C., you've got the right guy running the show.
2 And I really feel good about the fact that Metro as an
3 organization is under that direct leadership.
4 Chairman Evans, I'd also like to say I've noticed your
5 leadership and a lot of your public comments about the
6 system and the need for strong regional cooperation
7 and commitment. That needs to happen. That's the
8 only way Metro succeeds.

9 That said, I'd like to offer several
10 observations. I realize that the need for a dedicated
11 and stable revenue source is clear. I'm very
12 concerned that a sales tax is under consideration.
13 Sales taxes are the most regressive form of revenue
14 that you can collect.

15 They will disproportionately affect the very
16 same low-income people for whom Metro may be the only
17 reliable transportation option. I know that you're
18 backed up against a wall in terms of making sure that
19 you have the dollars you need to do the safety that
20 you need to do. But I would strongly urge you to
21 avoid a sales tax, if that is at all possible.

22 I've also already completed the survey,

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1 given the four options that Metro has put on the
2 table, I would choose option number four because
3 that's the option that does let me stay car-free, as
4 much as possible.

5 I can give up the later opening times on the
6 weekend. A lot of people can't. But from an economic
7 perspective for businesses and for those of us who
8 don't want to use our cars during the week, we need
9 those later hours. And if I could just offer one more
10 thought?

11 MR. EVANS: Yeah, go ahead.

12 MR. EGGERT: I would say that I totally
13 agree with Councilmember Silverman's observation that
14 perhaps rather than doing these blanket options, we
15 really could look at focusing on a targeted approach.
16 The one thing we've seen about SafeTrack is that, you
17 know, adjusting stations and trains and particular
18 lines is feasible.

19 And if there's at all any way to build in a
20 more predicable maintenance schedule that wouldn't
21 require an automatic late start on the weekends, I
22 would love to see that. So, thanks again and as

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1 someone who just came from an area that had no trains
2 available for a commute, I will say that I absolutely
3 enjoy being able to not use my car and take the train
4 to work every day.

5 MR. EVANS: Okay. Thank you very much. Ms.
6 Van Dyke, welcome to Metro.

7 MS. VAN DYKE: I only learned about this
8 meeting this morning. So I come a little late with
9 notes I've jotted down. I was just surprised to read
10 that Metro was considering permanently cutting the
11 hours.

12 I think it's a public service. It's a
13 public safety issues, number one. It's not fair to
14 our residents, our D.C. residents, the residents of
15 the entire metro area and it's not fair to the
16 establishments whose employees rely on the system. I
17 know you know all these things. But I myself, I've
18 been a resident of D.C. since 1989. And I've been
19 increasingly relying on Metro.

20 I've always been proud of our Metro system.
21 I used the San Francisco metro for a number of years.
22 My friends visit, my colleagues that use it -- I just

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1 think everybody will be at a disadvantage to not have
2 it operating late night or early morning hours. I
3 gave up my car eight years ago. I sometimes rely on
4 Zip and I take taxis at time and the bus or bike it.

5 But I am not going to wait for the bus, you
6 know, for an hour at night. It's just a -- it's not
7 safe. You know, and I sometimes am scheduled to work
8 until 1:00 at night, midnight at night. Even last
9 month, I was scheduled to work until 1:30. And I
10 thought, oh, I'll call a cab.

11 I was just shocked. I work a block from the
12 Capitol and the taxi -- Yellow Cab said, oh, you've
13 got a two-hour wait. I was like, oh, great. I've
14 never heard of that. You know, a block from the
15 Capitol and a two-hour wait for a cab. So taxi, they
16 luckily, you know, serviced me within about 40
17 minutes.

18 But it's just not economically advantageous
19 either to have to take a taxi all the time. It's not
20 fair to anybody. I mean, I'm lucky. I live semi-
21 close and I'm in Ward 3 now. You know, but for my
22 colleagues who have to commute way far away, that's

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1 even worse.

2 And for all these people you hear about that
3 have to sleep in their establishments at night or --
4 what are we going to do to the entire system? It just
5 seems like it will be a cycle that will be a downward
6 spiral if we do that to businesses, to people. We
7 shouldn't be putting more taxis on the road either,
8 more Ubers. We need to be cutting back on cars. And
9 I cut back on my, you know, fossil fuels.

10 I just think it's really -- we have to find
11 a way to financially make the system stay open and I
12 think even more hours than they've been open. So
13 that's really all I wanted to say. I'm a little
14 unprepared, but that's all. Thank you very much.
15 Thank you.

16 MR. EVANS: Okay. Well, thank you very
17 much, Ms. Van Dyke. And Mr. Golash? Golash, okay.

18 MR. GOLASH: Thank you, Mr. Evans. My name
19 is Mike Golash. I'm a Ward 4 resident of the District
20 of Columbia and I've lived in the city since 1971.
21 But let me start by saying I'm against any early
22 closings or late openings.

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1 The issue is not so much how many hours the
2 system is closed but rather what do we do with the
3 time that it is shut down. In an average evening, we
4 might work on 10 or 12 miles of track while we shut
5 down a hundred miles of track. So we have to think
6 about that.

7 If we have a well-trained and productive
8 workforce, much more can be accomplished in any
9 limited amount of time. The amount of work is also
10 dependent on how many people we put into the field.
11 If you put a hundred people into the field, you can
12 get a certain amount of work done.

13 If you put 200 or 300 in, obviously you can
14 get two or three times as much work done in a similar
15 amount of time. I know it's not simply arithmetic
16 like that, but it's -- those principles sort of apply.

17 And one of the problems with productivity is
18 that as part of this SafeTrack process, instead of
19 using primarily Metro workers who have been well-
20 trained and experienced on the lines, we're using an
21 awful lot of private contractors who have much less
22 experience, are much less efficient in doing the work

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1 and many of the things they do have to be redone or
2 repaired after they accomplish whatever they set out
3 to do.

4 So the number of workers put in the field
5 and their productivity will increase if Metro took a
6 more positive attitude towards its own workforce. If
7 you read the *Washington Post* or listen to the media,
8 Metro workers are constantly under attack.

9 Our pension system is considered too
10 expensive. Our healthcare, we're not paying enough
11 for it. The amount of discipline applied to workers
12 is excessive and now that it's even -- arbitrators
13 have said that that might be true. Metro, instead of
14 responding, let's try and work this out, takes the
15 position, no, we're going to court to try and have
16 these arbitration awards overturned.

17 So I don't think if you have a general
18 approach that you're not going to treat your workers
19 very well and not show respect for them, that somehow
20 they're going to do a better job. I don't think that
21 works. Workers do not respond very well to excessive
22 disciplinary action and excessive talking down to

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1 them.

2 Rather, they like to be appreciated and then
3 they become more productive workers. And I think with
4 the current executive leadership team that we have,
5 they don't seem to appreciate that. And I think that
6 there has to be serious thoughts about what we're
7 going to do about that.

8 The other thing is about the budget. I also
9 am totally against the sales tax for the reasons just
10 explained as it's a regressive tax. Anyone who can
11 look around this system knows that the Metro system
12 has generated a tremendous amount of wealth for this
13 region over the last 15, 20, 30 years.

14 Most of that wealth escapes capture by
15 Metro. The businesses, the real estate developers,
16 the condominium producers are making excessive
17 profits, well beyond the real estate taxes that they
18 pay for that advantage.

19 And I think we have to think about a way of
20 recovering some of that wealth so we can have the
21 money to operate the system in a better and more
22 equitable way. Thank you.

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1 MR. EVANS: Okay. Thank you very much, Mr.
2 Golash. Okay. Our next three witnesses are chairman
3 of the D.C. City Council, my good friend, Phil
4 Mendelson. Welcome, Mr. Mendelson. Teresa Ruby,
5 thank you. Teresa Ruby, and Zack Klein. Mr.
6 Mendelson's next. That's okay, and then you're Ms.
7 Ruby, I assume? Okay.

8 MR. MENDELSON: Thank you, Chairman Evans,
9 and members of the Board. Thank you very much for
10 letting me present to you.

11 The Council of the District of Columbia met
12 on October 11th, and we adopted two resolutions. I
13 gave one of them to Mr. Evans, a declaration
14 resolution because we were acting on what we called an
15 emergency basis, and the second, both of which speak
16 to the issue of the proposed cutback in hours.

17 And the resolution says that the Council
18 finds that the Washington Metropolitan Area Transit
19 Authority's Metrorail system is a critical
20 transportation network that connects the entire
21 National Capital Region. The region is highly
22 dependent on the hospitality and service industries

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1 for employment, attracting new residents and visitors
2 and tax revenue.

3 Workers, many of whom work late-night hours,
4 rely on the Metrorail system to connect them with
5 their places of employment and their homes. Other
6 major cities, such as London, are moving toward longer
7 and later service hours to ensure late-night
8 connections between communities and employment
9 centers.

10 The many people, visitors and residents
11 alike, who participate in the District's vibrant
12 nightlife, such as patrons of hotels, restaurants and
13 other establishments that stay open late, also rely on
14 late-night service hours.

15 Transit continues to be a safer alternative
16 to driving, particularly at night, when drivers are
17 fatigued and the risk of drunk driving is the
18 greatest. It is vital that transit by Metrorail,
19 which continues to be a safer alternative to driving,
20 that continue to operate to meet the needs of its
21 riders.

22 It is the sense of -- this was the

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1 conclusory paragraph -- it is the sense of the Council
2 that the Metrorail system should continue to operate
3 until 3 a.m. on Friday and Saturday nights and until
4 midnight on Sundays.

5 While we recognize the need for additional
6 maintenance time to restore the Metrorail system, the
7 Council believes that late-night service on Fridays,
8 Saturdays and Sundays is critical to the safe
9 transportation of residents of and visitors to the
10 District, Maryland and Virginia.

11 If I can just speak for a moment beyond that
12 resolution, and as some of you know, I've been active
13 on regional issues for the Council of Governments on
14 the National Capital Transportation Planning Board.
15 There is universal sentiment among the Council of the
16 District of Columbia that late-night hours need to
17 continue.

18 And I think it's fair to say that there is
19 universal sentiment among regional leaders that
20 continuing late-night service is important to the
21 region, that it is a matter important to the economic
22 vitality of the region. And when I say economic

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1 vitality, I use those words because I'm not just
2 talking about workers. I'm not just talking about
3 businesses. I'm talking about residents. I'm talking
4 about visitors and everything that makes the vibrancy
5 of our region is dependent upon Metro.

6 Or another way of putting this, and I said
7 this yesterday at the Transportation Planning Board,
8 if you think of it, Washington, D.C. is the capital of
9 the United States of America and the region. We are
10 the National Capital Region of arguably the most
11 powerful country in the world. And it doesn't make
12 sense that we would be having more restrictive hours
13 than other world-class cities.

14 So, now we recognize, and our resolution
15 doesn't speak to this, the fact that there needs to be
16 maintenance time. And while it's not in our
17 resolution, I would point out that the reason behind,
18 as I understand it, for proposing shorter hours is
19 that there needs to be more maintenance time.

20 Now, some figures that I saw that had
21 comparative information with other jurisdictions, the
22 33 hours that's available right now to WMATA isn't

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1 that much out of line with other regional transit
2 systems like BART, SEPTA or MARTA.

3 But regardless, if more time is needed, then
4 perhaps more time should be carved out on a limited
5 basis -- that is, limited time -- for a specific
6 segment of track so that there is additional time. A
7 sort of variation of what we're going through right
8 now, but one hopes less disruptive.

9 But that would create more time. If we just
10 cut back the hours as a way of getting to maintenance
11 and we're not talking about waving money -- we're
12 talking about getting to maintenance -- then why would
13 we cut back hours on the entire system when there
14 won't be work continuously done on the entire system
15 for those longer hours?

16 Now, that's speaking beyond what was in our
17 resolution and I'm here representing the Council of
18 the District of Columbia. But the bottom line is that
19 the Council joins with many, many others in arguing
20 that WMATA should look at an alternative to the early
21 closing scenarios that are currently being considered.
22 Thank you very much.

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1 MR. EVANS: Thank you very much, Chairman
2 Mendelson, and thank you for your testimony. I now
3 turn to --

4 MS. RUBY: Hi.

5 MR. EVANS: -- Teresa Ruby. Ms. Ruby?

6 MS. RUBY: I'm Teresa Ruby, yes.

7 MR. EVANS: Okay.

8 MS. RUBY: I just want to speak the same as
9 Mr. Mendelson was talking about. I don't go to clubs
10 very often. But I may get just to treat myself once a
11 month, go on out to my favorite club called the Black
12 Cat and three months ago, there was a charity event
13 where they had a bunch of bands that did covers and
14 stuff like that.

15 Twelve o'clock rolled around. Half of the
16 club was empty. There might have been like 15 people
17 because everybody left because they had to go catch
18 the Metro to get on home. So that, and getting back
19 from Black Cat back to where I live, which is Potomac
20 Avenue, wow, that was quite an adventure on the Metro,
21 to grab a bus and then I waited forever and then I
22 ended up taking Uber.

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1 I like the idea of extending the hours of
2 the buses. I totally agree with that. I also agree
3 that if maintenance is needed, it needs to happen
4 because I remember June 11, 2007. When I was living
5 in Tacoma Park, I used to take the Red Line to work
6 every day. So I would go past that same place where
7 that accident occurred. So I feel very personal about
8 that day.

9 Let's see. I don't go out very often. But
10 I love going out and I feel really bad when I have to
11 leave or check my time and run out the door as soon as
12 12:00 hits so I can go grab the last Metro train.

13 And I feel bad for all the bartenders and
14 the bouncers and all of the people who work late at
15 night and they can't leave because they close that
16 business at a certain time of night, 3 a.m., 5 a.m.
17 And how are they going to get home? And how about
18 their tips? They probably aren't getting as many tips
19 as they used to because people have to leave to go
20 grab that last train.

21 And I think extending the hours to 1 a.m.,
22 to 3 a.m. should just be permanent. And the idea of

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1 opening the Metro at 12 noon on Sunday is insane. I
2 don't know who came up with that proposal. That's not
3 a good proposal for those of us who go to church every
4 week on Sundays.

5 And I really am a little upset when I heard
6 about what happened with the Nats game. That's not
7 cool. That should have been extended. They should --
8 you know, if I go to see a baseball game, I want to
9 stay until the ninth inning. I want to see who wins
10 the game. Anyway, I know this is just personal and
11 not professional, but this is how I feel.

12 MR. EVANS: Okay.

13 MS. RUBY: That's it.

14 MR. EVANS: Well, thank you very much for
15 coming down to testify. And last, Mr. Klein, welcome
16 to Metro.

17 MR. KLEIN: Thank you very much, and thank
18 you for the opportunity to speak to you today. I just
19 wanted to come here -- oh, all right. Thank you,
20 again. I just wanted to come here to express my
21 opposition to each of the WMATA's four current
22 proposals to permanently reduce the operating hours of

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1 the system and to encourage the Board to reject these
2 changes.

3 As a citizen of this city, I believe further
4 reducing the system's hours, especially late at night,
5 is unjustifiable based on the facts presented by Metro
6 and will seriously degrade the quality of life, hurt
7 the local economy, pose a serious safety risk and
8 impact those most who can least afford it. There has
9 to be a better way.

10 Late-night transit service allows residents
11 and visitors alike to enjoy evening entertainment and
12 contribute to tax coffers through patronage of local
13 businesses and is a basic expectation for many skilled
14 workers considering relocation to our region. Cutting
15 late-night service permanently would pose a serious
16 threat to the quality of life we currently enjoy and
17 it would also represent a serious safety issue.

18 I know I'm not the only one who has
19 experienced close calls at the hands of inebriated
20 drivers on a Friday or Saturday night and inevitably
21 some portion of the clientele displaced by service
22 cuts end up behind the wheel. Beyond that, rail

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1 transit at its worst is a far better form of
2 transportation than automobiles at their best.

3 Cuts to late-night service also impact those
4 who can least afford it on a vastly disproportionate
5 scale. Wealthier residents out for a night on the
6 town can easily, if begrudgingly, take advantage of
7 significantly more expensive alternate transit options
8 such as Uber, Lyft or taxi services. But the service
9 workers whose labor is essential to area businesses
10 often can't afford such options on a regular basis.

11 Instead, they are faced with impossibly long
12 commutes or extremely long and inefficient bus lines.
13 We have already seen reports of workers sleeping in
14 their places of employment due to a lack of transit
15 options. That situation is frankly unacceptable.

16 Instead, I believe Metro should be sent back
17 to the drawing board to come up with options for the
18 Board beyond the Hobson's choice of permanent service
19 hour cuts or catastrophe.

20 As the mayor pointed out in her recent
21 letter to GM Wiedefeld, and has many expert commenters
22 have echoed, the Board has not been provided with even

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1 the obvious alternatives. These include closing or
2 reducing service on only discrete segments that are
3 being repaired, continuing with prescheduled
4 SafeTrack-style temporary closures where necessary
5 and/or developing a real night bus system which does
6 more than extend the hours of currently inadequate
7 nighttime bus service.

8 My original understanding of SafeTrack was
9 of a plan designed to get us back to having a world-
10 class transit system. Instead, these proposals to
11 permanently reduce service hours are a huge step
12 backwards for our economy, our safety and our quality
13 of life.

14 They are unjustifiable based on the facts as
15 currently known and it is clear that the proposals
16 we're discussing -- it's clear from the proposals that
17 we're discussing today that WMATA has not done its
18 basic duty of providing the Board with a diversity of
19 options to balance the needs for ongoing maintenance
20 with the demands of our thriving region.

21 Accordingly, I call upon the members of the
22 Metro Board to reject all four proposed options and to

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1 require WMATA to return with a more balanced set of
2 options that don't permanently reduce service hours.
3 Thank you very much.

4 MR. EVANS: Okay. Thank you very much for
5 your testimony. Okay. Our next three witnesses will
6 be Patrick Kennedy, ANC commissioner, Christina Sorley
7 and Kenneth Mitchell. Okay. Okay. Mr. Kennedy,
8 welcome to Metro.

9 MR. KENNEDY: Thank you, Mr. Chair, and I
10 appreciate the opportunity to testify and appreciate
11 those members of the Board for being here.

12 My name is Patrick Kennedy. I'm an advisory
13 neighborhood commissioner in Foggy Bottom. I do want
14 to be clear that the views that I'm reflecting this
15 evening are not those of the commission. We do not
16 meet for another 35 minutes. But I anticipate that
17 they will be submitting a resolution for the record on
18 this matter.

19 I also don't care to state as much as has
20 been stated by many people I'm sure that you've heard
21 earlier. So I'll try to keep redundancies to a
22 minimum. But I would associate myself with the

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1 remarks of those who have encouraged you to take a
2 look at more targeted closures of the system as
3 necessary to work on the segments that would require
4 maintenance at any given time rather than permanently
5 reverting to earlier hours so that maintenance could
6 be scheduled anywhere on 110 miles' worth of track.

7 And I would also encourage the exploration
8 of the topic of how Metro stacks up to its peer
9 systems, BART being mentioned, MARTA being mentioned,
10 CTA, any of those others and how they utilize their
11 off-hours and how many off-hours they need to perform
12 maintenance functions.

13 I think that is a very critical question
14 because, given Metro's current state relative to a
15 state of good repair, I don't think it's fair for us
16 to accept Metro or to expect Metro to do better than
17 our peer systems. But I also don't think that it's
18 acceptable for riders to be expected to put up with
19 commutes that are significantly worse.

20 But I want to thank -- I think the general
21 manager has taken many good steps. I will say of the
22 four alternatives that were presented, if one must be

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1 adopted, I would encourage the Board to take a look at
2 a sunset provision, if indeed fewer hours are
3 necessary.

4 It should be, I think, time-limited and I
5 think the general manager expressed in regards the
6 other day to openness, to taking a look at what the
7 hours of operation would be one or two years down the
8 line.

9 I think to permanently accept reduced hours
10 of operation raises a couple of troubling
11 considerations about where we want to go as a region,
12 and I would think particularly for suburban Board
13 members. When you talk about lines that are
14 supposedly closing at 11 o'clock at night, if you're
15 coming from Largo, that means your last train leaves
16 at 10:24.

17 Particularly even -- especially for the
18 members from Virginia, given the extension out to
19 Dulles Airport, it will probably be even earlier and I
20 think 11:10 is the last train from Reston at this
21 point. So if you were to dial operating hours back,
22 you could potentially be talking about a last train

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1 that leaves prior to 10 o'clock at night, if that gets
2 built out, and that becomes the status quo.

3 So I would again really appreciate the Board
4 taking a look at what the overall policy for this
5 should be, assuming that we are in a state of good
6 repair while also giving the general manager the
7 flexibility that he needs to conduct whatever needs to
8 be done on a year-to-year basis. But I think that
9 there are critical questions that need to be raised by
10 some in prior testimony that should be addressed in
11 the context of that conversation.

12 What I would say about the mitigating
13 factors -- and this touches on the budget discussion,
14 even though it's not explicitly part of the service
15 proposals -- I think it's important to take a look at
16 the fare structure. If you're expecting bus service
17 to take up a significant percentage of the slack.

18 And I think, you know, without commenting on
19 the specific bus proposal that was mentioned, there
20 needs to be better fare integration between rail and
21 bus. Many peer systems have a free one-to-one
22 transfer from rail to bus. I think that would be

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1 appropriate for this system up to the amount of the
2 base fare.

3 The next time any fare adjustment is made, I
4 would encourage you to look at a more equitable fare
5 equivalency between bus and rail, if indeed we are
6 expecting bus to take up more of the slack as these
7 maintenance issues continue moving forward. So I
8 think that's critically important. And I will say
9 that's usually an equity standpoint from bus moving to
10 rail.

11 But as someone that has a SelectPass every
12 month, in my case, I'm financially disincentivized
13 from taking the bus because it would cost me more
14 money than what I pay for, for the pass.

15 So I would encourage you to consider the bus
16 fare structure, even if it's not explicitly part of
17 this proposal. Consider that as a matter of policy
18 regarding how we can support an equitable and balanced
19 public transportation system moving forward regardless
20 of whatever the hours of operation that you settle
21 upon are.

22 But I want to thank you for your diligence

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1 in taking a look into this matter and to the Board for
2 expressing its oversight functions. It is a very
3 difficult task. I certainly don't envy anyone on the
4 executive leadership team or anyone on the Board. So
5 I very much appreciate your consideration and I wish
6 you the best of luck with whatever balance you end up
7 striking. Thank you.

8 MR. EVANS: Okay. Thank you very much, Mr.
9 Kennedy, and good luck with your ANC meeting.

10 MR. KENNEDY: Thank you. You know I need
11 it.

12 MR. EVANS: All right. Ms. Sorley?

13 MS. SORLEY: Hello. Thank you very much for
14 allowing me to speak tonight. And I want to thank all
15 of the people who have come before me, as a community,
16 to express their opinions on this very important issue
17 that is going to affect our D.C. community and the
18 visitors to the nation's capital.

19 I am adamantly opposed to restricting hours
20 of operation for D.C. Metro. To have public
21 transportation, it must be available to the public.
22 And the Metro provides so many opportunities to D.C.

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1 culture. The ability to get to various museums, the
2 ability to go out late at night to a club, the ability
3 to be able to do things whenever you want to, go to
4 talks and the various opportunities that D.C. has to
5 offer. Having a reliable transportation system, not
6 needing to worry about making the last train because
7 suddenly Metro has decided to close earlier is
8 important to the community.

9 It's also very important to the community
10 for those who do not work 9:00 to 5:00, for those who
11 are reliant on getting to their place of business
12 earlier to be able to facilitate D.C. economy. And I
13 know a number of people have already spoken on that
14 topic much more eloquently than I have.

15 One of the -- I gave up my car -- I moved to
16 D.C. 12 years ago. After living in D.C. for two
17 years, I decided to give up my car because I didn't
18 use it. I was never using it. And driving in D.C.
19 made me very stressed out.

20 So I decided to give up my car and I've
21 never been happier. My mental health is happier. I
22 don't get stressed out about the things I used to.

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1 But I have to tell you, the constant -- the constant
2 changes that we're now facing, the increased fares,
3 the potential to have Metro not accessible, especially
4 on weekends with the noon opening, I absolutely do not
5 support that. It's seriously making me consider
6 thinking about moving to another city, a different
7 city that has different public transportation options.

8 I know that no city is perfect. I listened
9 to Senate committee hearings on transportation issues
10 for the other big five public transportation systems.
11 And I know that what we are facing is not unique.
12 Every city faces this.

13 But we cannot continue to ask the public, to
14 continue to ask your riders to keep -- I'm sorry, I'm
15 failing on the word -- to keep sacrificing when it
16 doesn't really feel like we're getting anything in
17 return.

18 So I really encourage you to please pursue
19 other options such as the altered or more strategic
20 maintenance programs instead of shutting down the
21 whole line at an earlier time. Allow Metro to be
22 accessible to the public. Thank you.

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1 MR. EVANS: Okay. Thank you both for your
2 testimony. Our next two witnesses are Debbie Brown
3 and Pat Host. Debbie Brown and Pat Host? Okay. Is
4 Debbie Brown here or did I miss her? Oh, here we go.
5 Yes. Welcome, Ms. Brown, to Metro.

6 MS. BROWN: Hello. Yes, I'm Debbie Brown.
7 I live in Rockville, Maryland. And I have served on
8 the WMATA Accessibility Advisory Committee. I've
9 served on the Montgomery County Pedestrian Safety
10 Committee. And I use the Metro every day to go to
11 work, whether it's cold out, you know. I don't have
12 an option. So I've got to go to work and I go and
13 bundle up and get out on that Metro and go there every
14 day.

15 So if the Metro is not working for me to go
16 to work, I am -- I have no other options. So my -- if
17 we must cut service, I wish we had -- our city
18 planners had planned better for the -- so that there
19 was options for Metro when they needed to remove a car
20 and there were side tracks and things, we had more
21 rooms in the city. But we don't.

22 So, but I would rather have -- we had option

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1 one, if we must make a choice, because I think that
2 people who live here, the early morning hours are more
3 valuable than the late night. I think I've never used
4 Metro past -- much past midnight. I've used it a
5 little bit past midnight.

6 But I have used it a lot on Saturday and
7 Sunday mornings and I lived here when it wasn't open
8 until 10 o'clock, I think, on Sunday mornings. So I
9 really do appreciate those Saturday and Sunday morning
10 hours.

11 I wish that we really had quit cutting the
12 buses so frequently because the bus service, it makes
13 -- you know, it does allow more options for people who
14 -- if the Metro line can't be opened because of track
15 maintenance issues, that it allows people to get where
16 they need to go. And the shuttle service, usually it
17 doesn't work so well.

18 Getting from Fort Totten to Tacoma to Silver
19 Spring on a bus is not as good as getting there on the
20 train. But there are ways of getting from Fort Totten
21 to Silver Spring or from places on the Green Line.
22 The 70 bus will go there and I used that when Tacoma

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1 was closed because of the -- when the accident
2 happened.

3 So there are options on the fixed-route
4 service that work. So keep that running and keep it
5 running frequently because it seems to be being cut.
6 The 70 buses, even in the early evenings, seem to run
7 only every 30 minutes and I don't think that's enough.

8 So I would prefer to see buses be used more
9 frequently. And I would like to see the Metro
10 maintained and all of the features on it working well
11 -- announcements and everything. So I would like to
12 see some energy being put into a first-class system.
13 Thank you.

14 MR. EVANS: Okay. Thank you very much for
15 your testimony. And Mr. Host, welcome to Metro.

16 MR. HOST: Thanks. Hi. I'm Pat Host. I
17 live in the District, and I'm a daily rider. I vote
18 for none of the proposed solutions. I believe Metro
19 should go back to its previous hours of 5:00 to
20 midnight and closing at 3:00 on weekends. I believe
21 Metro's biggest problem is not the lack of hours to
22 perform maintenance. It is that Metro wastes its

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1 maintenance hours. The system gets poor efficiency
2 out of its maintenance.

3 The Board itself has discussed how it is
4 entirely possible that workers have falsified work
5 reports over the years. Metro needs to find new and
6 better ways to be more effective and efficient with
7 its maintenance hours. Metro is cemented in its ways.
8 It wants to do things on its own terms, and darn
9 anyone else who suggests otherwise. This is not
10 acceptable.

11 Another reason why I vote to go back to the
12 original hours is that further cutting hours will hurt
13 the people who need the system the most, the poor and
14 the hardest working and those without cars. Contrary
15 to Metro's belief, not everyone in the city or in the
16 metro area works 9:00 to 5:00. People need the Metro
17 to get back and forth to work and around the area
18 outside of normal business hours.

19 Finally, it is time to scrap the compact and
20 overhaul how Metro is financed and how the authority
21 is organizationally structured. Clearly, the status
22 quo is not working and has us heading for disaster.

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1 Thanks to Mr. Evans and Mr. Wiedefeld for giving this
2 their best shot and thanks to Mr. Dormsjo for standing
3 up for District residents and those who rely on the
4 system the most. Thank you.

5 MR. EVANS: Okay. Thank you very much for
6 your testimony. Our next three witnesses are
7 Francisco Alvarez, Claudia Barragan and Nick Ford. So
8 Mr. Alvarez, Ms. Berrigan and Mr. Ford?

9 MR. ALVAREZ: Hi. Francisco Alvarez. I've
10 been living in the District for six years now and I've
11 been that student. I've been that intern who
12 crisscrosses the city on the Metro day in and day out.
13 But I'm not really here for me.

14 I'm here for Susanna Lamas, a Chilean -- a
15 Chilean immigrant who used to work with me in the
16 service sector. And she would come out from the
17 Maryland suburbs several times a week to do her job
18 here in D.C. and then return dutifully back to her
19 family at home.

20 I'm here for Pedro, Raymond, Jermain, other
21 coworkers who were members of the service community --
22 service sector here in D.C. would come in, commute and

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1 go back home to their families. I'm here for Erin
2 Flanagan, a nontraditional student who would come --
3 again, commute into the city to work at GW, where I
4 was a student. I'm here for Ioana Macintosh, a first-
5 generation student, who would also rely on Metro as an
6 affordable way to get to her classes.

7 In short, WMATA's Metro system isn't simply
8 convenience for people who work 9:00 to 5:00 jobs.
9 It's a lifeline for a lot of people who work in the
10 service industry and also need an affordable way to
11 get around the city. These shutdowns are, for lack of
12 a better term, highly regressive. They don't
13 recognize that so much of our economy is undergirded
14 by people who have to work long hours or
15 nontraditional hours.

16 And I hope that as you look at the proposed
17 hours, you do consider late-night hours. As it is,
18 people have learned to cope. But it is difficult to
19 scale back those hours and my greatest fear is that it
20 would start dissuading people to pursue other options
21 that would also effectively bleed our system and make
22 people not only lose faith but also no longer want to

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1 invest in the Metro system.

2 So I hope that you do keep in mind those
3 people who work in our service industry and who have
4 nontraditional working hours as you decide on these
5 hours going forward. Thank you.

6 MR. EVANS: Okay. Thank you very much. Ms.
7 Barragan?

8 MS. BARRAGAN: Hello.

9 MR. EVANS: Hi. Welcome to Metro.

10 MS. BARRAGAN: My name is Claudia Barragan.
11 I came here to the District when I was 10 years old.
12 I'm here to voice the voiceless voice of the
13 immigrants, immigrant communities.

14 I grew up riding the Metro. I used to take
15 the Metro with my elementary school teacher coming to
16 visit the museums. During the weekends, at 14, I
17 would take the Metro to go from Silver Spring all the
18 way to Fairfax to be able to go and hang out with
19 Bolivians. That was the only way that I had
20 transportation. That was just me growing up.

21 Now, what I see is the impacts of this
22 closing, is like Francisco said, it's going to affect

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1 all of the service industry. It's going to affect the
2 restaurant workers. It's going to affect the youth
3 that are coming in and taking their GEDs late at night
4 after working three shifts.

5 And they leave at 9 o'clock at night to go
6 and take classes to learn English, many of them to
7 take citizenship classes. They're going to be the
8 future Claudias right here in front of you, and
9 they're not going to be able to take those courses
10 anymore because the Metro will be shut down.

11 Another really big thing is safety. For me,
12 right now in my own household, if I don't take the
13 Metro, how am I going to be able to get home safely at
14 night? You know, my household doesn't have that --
15 you know, the many cars or the privilege that many
16 people in the city now have.

17 The other big thing is the environment. Us
18 Latinos, as immigrants, we do care about the
19 environment and this is a big issue. Transit should
20 be well-budgeted. It should be available to everyone
21 and it should -- we could really go for the betterment
22 of our environment.

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1 And this is a big issue. We don't really
2 want to have multiple cars. That's something that we
3 shouldn't be encouraged to do. And many of us can't
4 afford it because having cars is a privilege. Having
5 Uber is a privilege. Having credit cards to use an
6 Uber is a privilege, something that we don't usually
7 do and we don't have access to.

8 So please keep that in mind. Keep these
9 kids in mind. Keep these youth in mind. Keep the,
10 you know, 18-year-olds that currently are trying to
11 get their education and for them to later on, when
12 they're in their thirties coming in, in front of you,
13 as D.C. residents, taxpayers, citizens that have
14 worked a lot for this city asking you guys to please
15 keep this.

16 And do not close all those stations in Ward
17 7. That's the other big community that's going to be
18 very highly impacted, Ward 7 and Ward 8. Those are
19 the communities that are most -- that are going to be
20 the most impacted from and those are the low income
21 communities. So please, I urge you, for the immigrant
22 communities, for the low income communities, keep us

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1 in mind. Thank you.

2 MR. EVANS: Okay. Thank you. Mr. Ford,
3 welcome to Metro.

4 MR. FORD: Good evening. Nice to see you
5 al. we have Jack, Leo, Michael, Robert and Jennifer.
6 Nice to see you all here. I've divided my testimony
7 into two sections here.

8 One is personal gripes and then hopefully
9 those will go by pretty quickly because you probably
10 already know about all of them. And then, another one
11 is about the greater community because, as you can
12 see, I'm white. I'm wearing a white -- or I'm wearing
13 a polo down, button-down shirt. You can guess I have
14 some income too.

15 So we'll talk about the personal gripes
16 first. Funny, why? I know this is about the proposal
17 and the scheduled proposal. But everywhere else I've
18 seen just hasn't been moving. SafeTrack is taking
19 forever. You're having to go back and redo things.

20 So just some things that I've seen around
21 the system. Your escalator, somebody has taped a
22 seven over the 2016 to make it 2017 and it's blatantly

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1 obvious. I've had to wait two or three trains because
2 of crowding. Think of people with disabilities and
3 wheelchairs. They can't even get onto the platform if
4 the elevators are working.

5 Safety is some issues. I had an operator
6 put over the train to try to close the door, if the
7 door wasn't closing, to have passengers try to close
8 it themselves. That was kind of scary.

9 Proposals for the new schedule. I like
10 proposal number three the best, although I would
11 rather you try and rethink this whole thing from
12 scratch because it is going to hurt the late-night
13 workers and it is going to hurt those who rely on
14 evening service the most.

15 So all those little conveniences that I kind
16 of rattled off, you know, there's a lot more. Night
17 bus sucks, that kind of thing. But think about all
18 those things that I complained about.

19 Now, you know, you guys have a mission
20 statement. It's Metro operates and maintains a safe,
21 reliable and effective transit system that enhances
22 mobility, improves quality of life, stimulates

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1 economic developing in the Washington Metropolitan
2 Area. You've got to rethink that, guys. That's way
3 too long.

4 So you have that mission statement. Now,
5 think now being able to walk down a stationary
6 escalator. Think not having an elevator to take you
7 to the platform. Think not being able to get to your
8 job because you do close those stations in Ward 7 and
9 Ward 8 across other parts of the city too. And just
10 think about that. And then, you don't get your
11 paycheck and you become unemployed.

12 So my main point here is -- and I have what,
13 48, 47 seconds left -- you know, I look at you guys.
14 You're all wearing suits. You're all wearing very
15 nice clothes. I'm wearing nice clothes. We all have
16 money or at least we, as in me and you guys, have the
17 money to find alternatives, for Uber, for Lyft, for
18 taxis, be what have you.

19 But there are people out there who don't and
20 people out there who don't have the money that we have
21 -- now I'm pointing out to you guys too because you
22 make good money. I can tell by what you're wearing

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1 and I can tell by what you do.

2 So thank you, beeping. So pretty much
3 juts keep in mind, you know, we have the resources to
4 get elsewhere. There are people who don't. So keep
5 that in mind. Try to do better. Try to stick to your
6 mission statement and provide for the community.
7 Thanks.

8 MR. EVANS: Okay. Thank you very much for
9 your testimony. Our next three witnesses are Sara
10 Hargrave, Daniel Noland and Joe Fox. So, Sara
11 Hargrave? Yeah. Any one of those three seats.
12 Daniel Noland and Joe Fox? Okay. So Ms. Hargrave,
13 welcome to Metro.

14 MS. HARGRAVE: (Off mic) -- is that not on?
15 Okay. All right. Hi. I'm Sara, and I work at NIH.
16 And I use the Metro every day to get to and from work,
17 as well as in the middle of the day to get to meetings
18 either on the Hill or in other agencies.

19 And one major consequence of the
20 SafeTracking operations is that it can be quite a long
21 wait between the two Metro cars and so if you miss the
22 train, it can be a 20-minute wait occasionally. And

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1 that is fairly unacceptable in the middle of the
2 workday when you're trying to get from point A to
3 point B. And utilizing taxis or other types of
4 transportation services is not any more efficient. So
5 I think that it's really important that perhaps
6 there's at least a little more regularity as to how
7 frequently the trains are running.

8 In addition, the limited service of the
9 Metro can impact -- so I just recently finished my
10 post doc. I'm a scientist. And I used to work quite
11 late into the night and not having access to the Metro
12 at night or having very limited access to the Metro at
13 night can be quite a problem in terms of getting home
14 from work. And so, that can really affect the people
15 that are working at all hours of the night.

16 But it can also -- but I guess my point is,
17 is that the real times that are most necessary, I
18 believe, are in the evening and in the morning for
19 people that are -- maybe don't have access to other
20 kinds of transportation services. But also
21 maintaining a constant operation is really critical.

22 And I understand the need to have more time

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1 for maintenance. That's understandable. But I think
2 that the most important thing is to have it when the
3 traffic is particularly bad, to have regular service.

4 And also, the safety issues that people have
5 been pointing out are particularly problematic as
6 well. There are a lot of overcrowded trains. Often
7 the train will be so crowded that you can't enter it
8 and you have to wait another 10 minutes to get a
9 train. It's just very frustrating.

10 And I think that it's great that you're
11 trying to fix all the problems with the Metrorail at
12 this time. I just hope that you'll consider the fact
13 that there are working people, working 24 hours of the
14 day in this city that do require access to this
15 system. And they rely on a reliable system. So thank
16 you very much for listening to me.

17 MR. EVANS: Very good. Thank you very much
18 for testifying. Mr. Noland? Where's Mr. Noland?
19 Welcome to Metro.

20 MR. NOLAND: Hi. I'm Dan Noland. I'm a
21 software security engineer and I live in Cleveland
22 Park, in Washington, D.C. I wanted to say that I

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1 oppose the proposed solutions for the changing of the
2 times that we have. And I particularly oppose the
3 closing of the low-use stations, that we really
4 shouldn't be solving this problem on the backs of the
5 poorest people.

6 I understand the need for safety and repair.
7 You know, danger on the tracks is not acceptable and
8 we need to keep all our citizens safe. But safety is
9 kind of -- it's kind of -- you can move risk around,
10 right? We don't want to -- sorry. You can move risk
11 around. Sorry. I'm a security person so this kind of
12 comes to me.

13 MR. EVANS: It's okay. Go ahead.

14 MR. NOLAND: Sorry. By closing the tracks
15 and closing the Metro, at night, you may move risk,
16 right? You may have more drunk drivers out at night.
17 You may have more cars driving at night. And the
18 total risk to the community may in fact be greater.
19 And obviously we don't want any risk on the Metro
20 system itself.

21 But we need to consider how to balance the
22 total risk to the whole community. And so, I would

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1 hope that we would consider alternate solutions such
2 as reducing service on particular lines when
3 necessary, kind of a slow rolling SafeTrack after the
4 SafeTrack push, some way where we could find a
5 reasonable way to keep some late-night service and
6 improve overall safety and security for everyone.
7 Thank you.

8 MR. EVANS: Okay. Thank you very much for
9 your testimony. And, Mr. Fox?

10 MR. FOX: Good evening, and thank you for
11 the chance to address you all. Back in 1996, I
12 attended a Council of Governments policy session at
13 Union Station and Mr. Dormsjo's predecessor was
14 referring to the role of the Metro in the Washington
15 area. And he said Metro is not a subway system. It's
16 a commuter rail.

17 What I believe this proposal does is bring
18 that back to that after 20 years of progress and
19 making Metro into a local and a regional transit
20 system rather than simply a commuter rail that focuses
21 on moving people in and out of the city at rush hour.
22 The proposal to close the east of the river stations

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1 is particularly telling in that regard as to where the
2 focus of the system. And I understand that the
3 revenue comes from there as well.

4 I understand that there are maintenance
5 issues. We get that. I ride in from Silver Spring
6 most days, and so we go through three slow zones on
7 the red line. So I can't wait for SafeTrack, for
8 those to be fixed.

9 But the way that -- I would imagine that
10 those could also be fixed is not by closing down the
11 entire system, but instead, as the previous speaker
12 said, to focus perhaps on one line for a week.

13 Maybe close that one line early, 10 o'clock
14 in the evening so that, you know, a worker who works
15 in Adams Morgan or someone who works in Georgetown
16 could get home five weeks out of six and only make
17 arrangements for one week rather than having to simply
18 quit their job or a restaurant to have to close down
19 because there is no late-night service most of the
20 time.

21 So what I would hope, rather than the four
22 alternatives that are presented, is that we could do

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1 something a little more creative. We've got some very
2 smart minds here -- I just spoke with many across the
3 hall -- and be able to focus the maintenance on one
4 line at a time.

5 Even if it means shutting down the entire
6 line or shutting down an entire line east or west of
7 Metro Center, that would be preferable to shutting
8 down the entire system for an extra multiple hours per
9 night.

10 So I hope that Metro would have a little bit
11 more -- I hate to be accusatory when I say have
12 respect for their riders. But in a sense, I heard a
13 comment from Mr. Wiedefeld saying that it would be too
14 complex to understand why the Green Line or the Red
15 Line or the Blue Line were closed one week and not the
16 next. We've navigated through SafeTrack. We can
17 figure that out. I have faith in that.

18 On the flipside, the bus proposals are
19 little more than what's already being offered. So I
20 really would like to see a little bit more effort put
21 into a night bus that actually roughly tracks with the
22 Red, the Green, the Blue, the Yellow, the Orange and

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1 the Silver line rather than simply saying you have to
2 take the Q2 to the 70.

3 Metrorail riders are used to a system that
4 takes them from point A to point B and having to
5 transfer two buses that run every 40 minutes does not
6 do that. So especially if it's just one line that
7 shuts down at night, I think that the resources to do
8 that would definitely appear. Thank you for the
9 opportunity.

10 MR. EVANS: Okay. Thank you for coming down
11 to testify. Mr. Rodeffer is next. Hi.

12 MR. RODEFFER: My name is Mark Rodeffer.
13 I'm with the D.C. Sierra Club and I want to say that I
14 agree with everything that the previous people have
15 said about the impacts of service cuts, closing
16 certain stations and reducing late-night hours on
17 working people and low-income people.

18 But, as you might have guessed, since I'm
19 with the Sierra Club, I want to talk about what I
20 think are the environmental impacts of these various
21 proposals, none of which I think are very good.

22 I mean, climate change is unquestionably the

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1 biggest issue facing all of humanity. I mean, it is
2 something that we absolutely have to do something
3 about. And transportation is one of the biggest --
4 one of the biggest causes of greenhouse gas emissions.
5 And we need to be encouraging non-auto transit here in
6 D.C. and across the entire globe.

7 But since we're here in D.C. and you guys
8 are the WMATA Board, you know, we all need to do our
9 part to make sure this happens. I live in Southwest
10 D.C. by the Waterfront Metro. I think my apartment
11 building is eight feet above sea level. So you know,
12 when -- if sea level rise happens, if we don't do
13 anything about it, you know, I'm going to be on the
14 front lines of that.

15 And so, we absolutely need to encourage
16 people to get where they're going in ways other than
17 cars. And I also wanted to sort of echo something
18 that the guy before me said, which was I fear that
19 there's this idea that maybe Metro should just be
20 turned into a commuter rail line. You know, we can
21 close it late at night. We can close it until noon on
22 Sundays. We can close a bunch of stations.

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1 You know, that's not what Metro is supposed
2 to be. I mean, I realize a lot of people do get in
3 and out and that's very important. But it's the
4 lifeblood of the region and we need to have people to
5 be able to use it, people who don't just work 9:00 to
6 5:00 jobs, maybe they aren't going to work or if they
7 are going to work, they don't work those traditional
8 hours.

9 So of the various proposals, I think they're
10 all bad. I think that we need to go back to the hours
11 before SafeTrack and what we really need, as I think
12 everybody knows, is a dedicated funding source. I
13 know that's hard to do because you've got three
14 jurisdictions you're dealing with who don't always see
15 eye to eye.

16 But I mean, the solution is not to reduce
17 service and to close stations and all that kind of
18 stuff. It's to get the fiscal house in order by
19 having a dedicated source of funding. So I know
20 that's very hard to do. But I think that is something
21 that we absolutely need to do.

22 So yeah, like I said, all of the -- I think

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1 all of the proposals I think are bad. We need to
2 extend the hours -- well, maybe not extend them -- at
3 least bring them back to where they were before, not
4 close the stations, not close late, not close early --
5 I'm sorry, open late, not close early.

6 And we need to absolutely have as many
7 people as we can not driving, using other forms of
8 transportation so that we can deal with, like I said,
9 the biggest issue facing the planet, which is climate
10 change.

11 MR. EVANS: Okay. Thank you very much for
12 your testimony. At this point in time, we have no
13 more witnesses signed up, so we'll wait until anybody
14 turns up.

15 If anybody is in the room who does want to
16 testify, please go out and see the desk out there.
17 And so, we'll -- I don't want to say take a short
18 break, because we're not taking a break. But we'll
19 kind of take a break until somebody comes.

20 (Whereupon, the foregoing went off the
21 record, and went back on the record at 7:26 p.m.)

22 MR. DORMSJO: Okay. I think we're going to

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1 invite the public to provide their testimony. In the
2 interest of time, we don't want to keep you here any
3 longer than you have to be. We'll be here. But you
4 don't have to stay until 10:00.

5 So without further ado, why don't we have
6 Laurie Wilmot, Stuart Whitaker and Douglas Kawka, or
7 Kawka -- Douglas Kawka, come to the podium here and
8 begin their testimony. You'll have three minutes
9 each.

10 MR. WILMOT: Thank you for the opportunity
11 to comment. I am very concerned by the proposed WMATA
12 cutback of late-night service on the weekends. First
13 of all, this scenario will negatively impact evening
14 minimum wage workers who have a hard enough time
15 commuting since they have to travel in from farther
16 out of the city than others for economic reasons.

17 Second, it is disappointing to hear about
18 proposed cuts to late-night service when some European
19 cities, like London, are expanding service on the
20 weekends. We seem to be out of step with progress
21 being made elsewhere.

22 Third, it will have a negative impact on the

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1 growing D.C. nightlife, especially bars, clubs and
2 concert venues that are open late. According to an
3 article by CNN, on August 19, 2016, the decision in
4 London to have 24-hour service on the Tube on the
5 weekend will have an anticipated \$101 million impact
6 in 15 years as well as assist in generating 2,200 new
7 jobs.

8 So better availability of transportation
9 improves the local economy and this would be stifled
10 by transportation restrictions.

11 Fourth, while improving the Metrobus service
12 is better than nothing, it is not going to address the
13 safety concerns for women and men who are traveling
14 alone late at night.

15 Riding Metrorail provides more security to
16 everyone because of the ticket machines acting as
17 barriers within the system. But people are more
18 vulnerable waiting for the bus late at night in areas
19 of the city that might be dark and sparsely populated.

20 I understand WMATA has a lot of work to do
21 to improve and maintain Metrorail to keep us safe.
22 But I would encourage them to talk to transit

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1 operators in New York and London to find out if they
2 have any BMPs for providing late service and being
3 able to keep up with maintenance. Thank you.

4 MR. DORMSJO: Thank you.

5 MR. WHITAKER: Thank you. My name is Stuart
6 Whitaker. I'm the founder of Transitters, a transit
7 advocacy group. I live in Fairfax County. I don't own
8 a car. So I'm dependent on transit, transport network
9 companies such as Uber, car share services such as
10 Zipcar.

11 I think it's important to start with
12 understanding what Metro is. Metro is an agency that
13 consists of Metrorail, Metrobus, MetroAccess. With
14 this in mind, of course, there is no proposal that I
15 am aware of to close Metro early. The proposal is to
16 only close Metrorail early. I don't believe we are
17 post-racial.

18 So I want to talk about demographics and
19 race. And I think it's important to acknowledge that
20 we have a segregated transportation system. While the
21 majority of Metrorail riders are white, 75 percent of
22 the Metrobus riders are non-white. It seems that many

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1 of the loudest complaints about early Metro closing,
2 which really means early Metrorail closing, are from
3 people who don't seem to understand that there is more
4 to Metro than just Metrorail.

5 Why are there so few white people riding
6 Metrobus? One explanation, of course, maybe bias.
7 But another and related explanation is that Metrobus
8 performance measured in terms of speed is far worse
9 than Metrorail performance. I think improving
10 Metrobus performance should be a long-term objective.

11 And in the long-term, we need to think of
12 Metro less as a separate bus and rail system and more
13 -- and more as a single, integrated transit service.

14 In the short-term, just as extensive shuttle
15 service has been established during the SafeTrack
16 operations, Metrobus service should be established to
17 replace whatever Metrorail service may be discontinued
18 because late-night traffic is generally lighter than
19 at other times of the day, Metrobus service, including
20 express routes, may be able to perform better than
21 similar service during other parts of the day.

22 This can be an important step towards a more

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1 integrated transit service. Thank you.

2 MR. KAWKA: Okay. Good evening. Thank you
3 for holding the public meeting and allowing the public
4 to voice their concerns, ideas and opinions. I hope
5 that you will take what riders have to say tonight and
6 throughout this process with openness, empathy and
7 seriousness that it affords.

8 MR. DORMSJO: Can you just make sure you
9 identify yourself for the record?

10 MR. KAWKA: Sorry.

11 MR. DORMSJO: Can you identify --

12 MR. KAWKA: My name is Douglas Kawka. I am
13 a relatively recent resident of D.C. But upon the
14 first week of moving, took Metrorail and buses almost
15 everywhere I had to go. Since that time, I have taken
16 the system from east to west, north to south and
17 places in between.

18 The trains I have seen are much like the
19 arteries in a body. They take the people, who are the
20 lifeblood of a city, to the many different
21 neighborhoods, businesses, homes, schools, parks and
22 so forth that keep a city vibrant and alive. I

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1 understand that the system is in a bad state and in
2 need of serious repairs.

3 I understand that the design of the system
4 also makes it difficult to run while it is being
5 fixed. However, other systems in the nation face
6 similar problems and continue to run in one form or
7 another.

8 Taking one line out of service at night over
9 a period of time, while keeping others running, in
10 addition to running buses along the shutdown line,
11 seem to be a logical way to help with the problem,
12 keeping maintenance crews focused on one line while
13 allowing the riding public to still be able to go out,
14 to go home and to keep the District a vibrant city.
15 Thank you.

16 MR. DORMSJO: Thank you. Okay. Next
17 witness?

18 MR. GOFFARD: Hi, there. My name is Sietse
19 Goffard. I am a resident of the District of Columbia.
20 I actually serve on the Riders' Advisory Council,
21 representing riders from the District of Columbia.
22 But tonight, I'm just here in my personal capacity,

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1 not representing the RAC.

2 From a person standpoint, I ride the Metro a
3 lot at night during late-night hours and a lot of my
4 peers do. A lot of my young friends do. We use it as
5 a safe means of transportation to get around the city
6 for social events. We use it to make plans to eat
7 out.

8 And I'm particularly concerned about the
9 proposed midnight closures or sort of earlier
10 closures, even earlier than midnight because of the
11 impact that this plan will have on communities -- on
12 young communities, as well as others.

13 I'm concerned about the lack of safe
14 alternatives in that closing Metro early may and
15 probably will encourage, you know, more people to
16 drive late at night in unsafe conditions, something
17 we've seen in other cities too. And I would just
18 really urge Metro to sort of think about all these
19 things.

20 I'm also obviously concerned about the
21 impact, you know, on working class families and in
22 particularly those in the restaurant and service

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1 industries who have actually come and spoken at the
2 RAC several times. And sort of as an aside, I'm also
3 particularly alarmed by the proposed plan to close
4 certain Metro stations at non-peak hours. I know it's
5 a separate issue.

6 But I think all of these issues are
7 interrelated. And as an earlier speaker mentioned,
8 other cities seem to do it just fine. So you know, I
9 have faith in the Metro system that we'll be able to
10 solve these problems. But you know, I would just like
11 to express my sort of concern about all of these
12 issues and how they impact certain constituencies.

13 So I have three requests from Metro about
14 this. One is that rather than perhaps making these
15 closures permanent, deciding that whatever plan goes
16 into effect takes effect for just one year and then
17 after that, you know, we'll reevaluate.

18 I think it's a little early to, you know,
19 determine whether or not we need to close the system
20 entirely, you know, at these certain hours. And it's
21 important to take the time necessary to actually
22 evaluate, you know, which -- you know, how these are

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1 impacting communities. So that's why I think sort of
2 either going -- not necessarily a pilot, but just, you
3 know, rolling this out in stages or rolling this out
4 kind of piecemeal might be a better approach.

5 The second request I have from Metro is
6 really looking hard at the time it takes to set up
7 track work and trying to give as much time as possible
8 back to the riders.

9 For example, you know, at the open house, I
10 saw -- does it really take half an hour to set up, you
11 know, the system for -- a whole hour for the system
12 inspection or half an hour to turn it off -- turn the
13 electricity off.

14 And then, the third request I have is to
15 really ensure that all bus patterns match the Metro
16 lines and making sure that, you know, every single
17 Metro station that is currently operating late at
18 night is covered by bus service. Thank you very much.

19 MR. DORMSJO: We are still open if there are
20 any more speakers -- (off mic).

21 (Whereupon, the foregoing went off the
22 record, and went back on the record at 8:30 p.m.)

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1 MR. DORMSJO: Okay. So we'll restart
2 testimony and we'll hear from Doris Ray. You've got
3 three minutes.

4 MS. RAY: Good evening. My name is Doris
5 Ray, and I'm here representing the ENDependence Center
6 of Northern Virginia, which is a community --
7 disability community resource center serving all of
8 Northern Virginia. And it's run by people with
9 disabilities for people with disabilities.

10 And I'm here to tell you, as a dedicated bus
11 and rail rider, that the proposal to eliminate service
12 starting at -- rail service starting at 10 p.m. on
13 Sundays is simply going to be devastating to the
14 lives, livelihoods of people with disabilities of all
15 economic status and low and moderate income workers
16 who, for whatever reason, don't drive automobiles.

17 We use the service to get back and forth
18 daily, both for work and necessary errands and leisure
19 as well. And we believe that it's very, very
20 important to sustain the service to Dulles. I'm a
21 native Washingtonian. I know a lot what it was like
22 before the rail was here.

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1 And in fact, when we started the service, I
2 believe it was from 5:30 a.m. until midnight every day
3 of the week. And then, we added the late-night hours,
4 which is a boon to me. I work frequently in the
5 evening and go back and forth throughout Northern
6 Virginia.

7 And the plans, as I see them, only -- the
8 scenario D at least provides for people like me with
9 the access that I need. I'm wondering why there has
10 been no consideration, for example, to a later opening
11 during the week.

12 And there may be good reasons for that. I
13 worked in the defense sector as a defense -- for a
14 defense contracting company with the federal
15 government. But nevertheless, the bus service
16 frequently in Northern Virginia doesn't even get you
17 to the subway at 5 a.m. So it doesn't make sense.

18 Also, I don't think that the bus service
19 plan coverage for getting people to Vienna Station,
20 Reston Station and up and down the Alexandria corridor
21 and Franconia-Springfield is sufficient to make up for
22 the service certainly on Sunday. And so, we will be

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1 providing written comments. But I really appreciate
2 your being here all day and so late. And thank you
3 for listening.

4 MR. DORMSJO: Thank you. Okay. Next up, we
5 have Mr. John Pinkus.

6 MR. PINKUS: Good evening. Is that audible
7 tone the time limit running out, when I should --

8 MR. DORMSJO: That's the shot clock.

9 MR. PINKUS: Okay. All righty. I'm a
10 longtime D.C. resident. This is my first time at one
11 of your hearings. I'm very glad that you're doing
12 this. I was very troubled seeing that there are some
13 services that are proposed being drastically cut back,
14 that certainly should not be cut back.

15 Looking at it small picture, if you stop
16 service on weekends after midnight, you're going to be
17 putting more drunks back on the road and you're going
18 to be depriving folks who work at restaurants and
19 bars, they're going to be putting them back into cars
20 unnecessarily.

21 And that is -- this system's role in getting
22 people out of their cars is something you're going to

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1 have to start taking a look at as being something that
2 you need to think about and market your service
3 because long-term, based on the amount of carbon
4 dioxide that our cars are putting into the air
5 globally -- not just here in D.C., where we all come
6 out every morning and create these huge traffic jams
7 and the people -- you know, the ice caps don't stand a
8 chance.

9 Now, small picture again, I had a long talk
10 with a lady that said she was a former Metro employee.
11 She insisted that -- I couldn't quite understand why -
12 - that your bus drivers are not allotted a lunch hour,
13 that they have to figure out where and how to eat on
14 their bus routes. And that seemed kind of silly to
15 me. I don't know.

16 It also took a long, long time for service
17 to improve on the 16th Street lines. I've lived and
18 used those bus lines for three decades. And I kind of
19 looked a little puzzled when the S9 service started.
20 But it did help.

21 But I think these long lines, you still need
22 to run maybe small buses on the lower ends or at the

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1 ends of these lines so that people again -- you want
2 to encourage people to get out of their cars and use
3 your services. Thank you.

4 MR. DORMSJO: Thank you. Thank you for your
5 testimony.

6 MR. PINKUS: I'm going to run over like 10
7 seconds --

8 MR. DORMSJO: Sure.

9 MR. PINKUS: -- because there is one other
10 thing I wanted to say about financing. And this is a
11 political matter and I realize you're a regional
12 authority and you've got to get a whole bunch of
13 different entities to cooperate.

14 But every time you raise fares, you lose
15 people back to their cars. My own boss is a fairly
16 progressive attorney and he insists it's cheaper to
17 drive in from Silver Spring, from Flower Avenue in
18 Silver Spring than it is to take a bus to Silver
19 Spring Metro and come down here either on the S lines
20 or on the Red Line.

21 So financing as much as possible -- and it's
22 a political matter -- should be through the income tax

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1 that people pay that use the service and it should not
2 be -- you don't want to lower your fares. Ideally, I'd
3 say make the rides free. Psychologically, we're still
4 going to pay for it with our collective income tax.
5 But if you could manage to finance it that way, your
6 ridership would explode. Thank you.

7 MR. DORMSJO: All right. Thank you for your
8 comments. So we'll go back to the speakers list.
9 Stephana Raynaud de Fitte.

10 MR. RAYNAUD DE FITTE: Thank you. First of
11 all, thank you for giving us the opportunity to speak
12 to you tonight. Just to introduce myself, I arrived
13 four or five years ago in D.C. from France, where I
14 was -- I can't translate literally, but in charge of
15 public transportation in a 100,000 city, Normandy, for
16 two terms, so 12 years.

17 And when I arrived in D.C., I was very
18 surprised in terms of transportation system. There
19 are some very good ideas and I think we should take
20 inspiration of that as well. But there's also some
21 things not that good I think. I will just talk about
22 two points, the bus and the Metro, very briefly.

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1 There's -- actually, I share what I heard
2 previously. So it's a good way to save some time.
3 The Metro, I just have just two very simple ideas I
4 would like to share with you about -- the first one is
5 about the electronic information display.

6 It could be a very good way to save some
7 time for the riders to have these information displays
8 outside before -- especially when it takes one or two
9 minutes to go to the gate and the platform. And to
10 finally see that can have sometimes 20 minutes to wait
11 for a bus. That is the first thing.

12 The second thing is it does exist, many apps
13 on cellphones to have the timing of the trains, same
14 for the bus. That's great. But it could be even
15 better if we could have coverage by Wi-Fi, for
16 example, in the stations and maybe the tunnels.
17 That's just two very simple ideas.

18 The second part about the bus, there's a
19 mystery for me. There's a few mysteries for me in the
20 bus. I think that what you are in charge of, the
21 system, all the service you provide, you are not in
22 charge of the customers' behavior. But maybe we could

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1 help in terms of educationally about incivility, about
2 violence sometimes in some lines.

3 And there's a question, what is a very
4 interesting mystery. I just don't know why so many
5 people use the front door to get off the bus when many
6 people -- it's not a problem for me. But some old
7 ladies in the rain, sometimes it happens in D.C., wait
8 to get in. And when they are on the sidewalk, they
9 just go towards the back of the bus.

10 MR. DORMSJO: Okay.

11 MR. RAYNAUD DE FITTE: I don't know what it
12 means, but probably --

13 MR. DORMSJO: Your time -- your time has
14 expired.

15 MR. RAYNAUD DE FITTE: So I will keep the
16 other ideas, to address that to you by other ways.
17 Thank you very much.

18 MR. DORMSJO: Thank you. Okay. The next
19 speaker, Rian Hardy?

20 MS. HARDY: Hello.

21 MR. DORMSJO: Hello.

22 MS. HARDY: I would like to thank you guys

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1 for taking time out of your schedules to listen to the
2 Metrobus and rail users. I just wanted to share, as
3 others have, some problematic issues that could occur
4 if these closures were to happen.

5 I'm a native Washingtonian. I've been using
6 Metro the majority of my life. And I am in the Ward 7
7 area. I noticed that a lot of the stations that are
8 being closed are on the east of the river side.

9 So if they are closed so close together,
10 that would cause issues for people east of the river
11 to get to work. I work downtown. Not only that, a
12 lot of people that live on that side do not work
13 traditional work hours.

14 So if you close the stations during the
15 times that you guys are proposing, it will cause even
16 more issues with the issues that we already face, with
17 the lack of bus and Metros running on time on our
18 side.

19 I think that -- because I know you guys have
20 to make a solution for the issues that you are having.
21 You ultimately have to make a decision. But maybe
22 solutions like spreading the closures out to other

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1 areas, because I notice that two of the stations that
2 are close to me -- because the station that is in my
3 walking distance is Naylor Road, which is a proposed
4 station to be closed. If you close that and Congress
5 Heights, then I am -- I have no station near me that I
6 could use.

7 So maybe if Naylor Road was to be closed,
8 there could be shuttles or something to be provided to
9 the stations surrounding and maybe not Congress
10 Heights or another one so close. Maybe something on
11 the Red Line or the Blue Line, something in a
12 different area so it's not so close together that we
13 have no option to use.

14 I think spreading it out would cause -- at
15 least we would have some type of way to access the
16 Metrorail. Buses are already an issue on our side.
17 They don't run on time. There is a lack of them, even
18 when they do come. They're always packed. So I'm not
19 sure of the numbers or anything.

20 But every time -- I use the Metro, the bus
21 and the rail every day. They're always packed on my
22 side. So I think if you spread them out, maybe --

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1 because I know you guys do have to make a decision.
2 If the closures are maybe spread out on different ends
3 and not congested in one area, that could -- and you
4 provide shuttles for where they're closed, that could
5 probably fix the issue. Thank you.

6 MR. DORMSJO: Thank you for your comments.
7 Next up on the speakers list, Rachael Bangura.

8 MS. BANGURA: Hello. I want to thank you as
9 well for allowing us to have a voice in this matter.
10 I'm following right behind my sister, my older sister.
11 So as well, I've been catching Metrorail since high
12 school. I am also in the Ward 7 area.

13 The main station near my house is Naylor
14 Road Station and Congress Heights as well and
15 Anacostia as well too. Basically I have the same
16 dispositions as my sister because in these
17 neighborhoods, we know that they're underprivileged
18 and they are poverty-stricken in some sectors. And we
19 do have a lot of people there with unconventional work
20 hours.

21 And if we have someone that works at maybe a
22 restaurant that doesn't open until 11 a.m. maybe,

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1 they're going to miss the peak hours and they're not
2 going to be to work on time maybe because they have to
3 catch an Uber.

4 And because, you know, money is an issue
5 anyway, they're going to have to catch an uberPOOL.
6 It's just so many issues that can come along with
7 shutting down the Metros in one congested area. And I
8 want to definitely stress that because when I did see
9 the map view of which stations are shut down, I just
10 want to reiterate that they are east of the river.

11 And personally, I'm unsure why the majority
12 -- well, excuse me, over half of all the stations that
13 are being shut down -- well, shut down off-peak hours,
14 are east of the river. But I am directly affected
15 because of this issue and I know a lot of my neighbors
16 will be affected as well.

17 If I wanted to take my daughter on a trip to
18 the zoo midday, I couldn't do that. I would have to
19 catch an Uber and be thrown out of my way to something
20 that I've been doing my entire life -- well, since
21 high school. But this is really, really important to
22 us, especially the area that we live in. And she

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1 stated a few issues that we discussed together.

2 But I think another issue maybe could be
3 that not necessarily shuttles, because I know it's a
4 monetary issue.

5 Maybe buses could -- like the bus drivers
6 that would be at the stations that were still working
7 on the on-peak hours, or maybe we can just get a slew
8 of bus drivers to come to our areas, not free
9 shuttles, you know, but maybe the east of the river
10 buses, like the 36, the 32 and the 34 and other Metros
11 that come -- other buses that come into the Metro
12 stations in Maryland.

13 Maybe we can have a high demand for them
14 during off-peak hours so that the people in those
15 areas are able to get to work. We're able to live our
16 lives in the regular pace and not feel directly
17 affected by this issue.

18 And again, I really, really appreciate you
19 guys allowing us to have a voice. And I really want
20 you to take my comments to heart. Thank you.

21 MR. DORMSJO: Okay. Thank you for your
22 comments. And just to clarify for the record, the

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1 proposal that the Board will be considering in
2 December has to do with the late-night service
3 adjustments.

4 So there's four alternatives that have been
5 proposed and that's what the public comment period is
6 focused on. The information around possible off-peak
7 closures of stations was offered up during a Board
8 meeting as a concept. It was to be illustrative. It
9 is not something that the Board is currently
10 considering in any formal way.

11 But that -- but your comments are still, I
12 think, noted and, you know, will be in the record.
13 And I think they're valid in the sense that there was
14 discussion around that map that you're reacting to.

15 And so, I think it's very admirable for you
16 to be here to share your viewpoint on that. But that
17 is not something that we are taking through a public
18 process right now. If anything along those lines were
19 to be proposed, we would have another opportunity to
20 comment on that. I hope I'm stating that correctly.
21 But I'm pretty confident that I am.

22 So why don't we move to the next witness,

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1 and that's Alycia Hardy. Thank you.

2 MS. HARDY: Hi. How are you this evening?

3 MR. DORMSJO: Hi.

4 MS. HARDY: So I just wanted to comment as
5 well as far as we're talking about the late-night
6 closures at this current meeting?

7 MR. DORMSJO: Yes.

8 MS. HARDY: Yeah. So still east of the
9 river, a good majority of people have later evening
10 schedules.

11 They have schedules that go beyond the
12 regular hours and cutting the service in those areas
13 at those times could be devastating for the community,
14 for people that work, as the gentleman previous to me
15 was saying, during restaurant hours, who work late
16 nights and things of that nature.

17 I think that closing some Metro stations
18 down that are maybe closer to each other, you have
19 NoMa and Rhode Island Avenue stations. You have some
20 stations throughout the city that are in very close
21 proximity to each other, that some of these closures
22 can be spread out as opposed to having them all in

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1 concentrated into one area.

2 I really feel as though Metro has
3 continuously increased their prices. It's become
4 increasingly more unaffordable, unsafe, unreliable and
5 some of the most poorest people in the city will be
6 affected if these closures go into effect.

7 Alternatives such as Uber, Lyft and bike sharing are
8 not always affordable alternatives to people.

9 And having those things in mind as we think
10 about where we can cut and what we should cut
11 definitely needs to be kept at the forefront of all
12 discussions that we're having. Those are basically
13 the points that I wanted to say.

14 In the future, if we are discussing closing
15 things east of the river, I would definitely want to
16 put forth that.

17 But I think that we really need to take a
18 step back and think about how and who these cuts will
19 affect and if the social costs are going to outweigh
20 the financial benefit that is supposed to come from
21 these cuts. Thank you.

22 MR. DORMSJO: Thank you for your comments.

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1 Next up on the speakers list, Ethan Maron? You've got
2 to give him a fresh three minutes.

3 MR. MARON: No worries.

4 MR. DORMSJO: Okay.

5 MR. MARON: Thank you. Good evening.

6 Members of the Board, my name is Ethan Maron. I've
7 lived in D.C. for 10 years now and I just want to
8 start off by saying I have the deepest appreciation
9 for the work that you do and that WMATA's staff do.
10 You have a tremendously difficult job, a tremendously
11 important job. And thank you for doing it.

12 However, I do share the concern of the
13 previous speaker, Mr. Pinkus, the concern that
14 reductions in Metrorail service will send people back
15 to their cars. We have to be frank about this. Our
16 roads are chattel houses. Metropolitan Poli
17 Department tells us that 23 people have died in
18 traffic accidents this year alone, within the District
19 of Columbia alone. Not the metro area, D.C.

20 And the same in 2015, 26 people died. The
21 same in the year before that. Now, WMATA quite
22 rightly wants to ensure that we never again have a

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1 year so bloody as 2009. But it's important to recall
2 that in that same year, 33 people died on D.C.'s
3 roads.

4 In fact, over the past 20 years, there's
5 only been one in which there were fewer than 20
6 traffic fatalities in the District of Columbia. That
7 year was 2012. There were 19 dead. And these
8 figures, let's recall, do not count the injured, the
9 traumatized or the people who have lost loved ones,
10 only the dead.

11 My point is this. We all want Metro to be
12 safe. But if in our zeal to ensure a perfectly safe
13 transit system or even some platonic ideal of safety,
14 if in this zeal we drive people back to their cars in
15 any significant number, we really have to wonder
16 whether this is a net public safety win.

17 If we ensure that no one dies on Metro in
18 any given year, where the number of injuries or, God
19 help us, fatalities goes up, WMATA has failed the
20 public trust.

21 And the takeaway, I think, is that I
22 understand WMATA's hope is that reductions in

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1 Metrorail service will be offset by bus transit.

2 There's a lot of scholarship showing that people
3 simply do not take buses.

4 If WMATA proposes to cut rail service, it
5 must have genuinely rigorous scholarship and
6 methodology, informed by the best scholarship in
7 public transit, looking at the projected increase of
8 automotive traffic.

9 Otherwise, we may simply trade a modest risk
10 in Metro for a much greater risk on this city's
11 streets. I thank you for your time. I apologize for
12 going over. Thank you.

13 MR. DORMSJO: Thank you. Thank you very
14 much. Thank you for your comments. Okay. Next up on
15 the speakers list, Ana Ginyovsky.

16 MS. GINYOVSKY: Hi.

17 MR. DORMSJO: Hi.

18 MS. GINYOVSKY: Thank you for the
19 opportunity. I appreciate this. I just -- I know
20 this is regarding the adjustment of schedule for the 3
21 a.m. And I really want to say that, yeah, I'm
22 definitely part of the 3 a.m. back. I understand that

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1 we need to do maintenance. But it has hit sometimes
2 my friends and myself sometimes working late or going
3 out late.

4 You know, some of us, we may live in
5 Rockville, Twin Brook, Bethesda and we come here. And
6 you know, it may cost us like, you know, eight times
7 more, you know. And then, it just hits us sometimes,
8 you know. Like and so I just want to know that it's
9 not just one time Uber.

10 You know, you work, come here. You go out
11 here and, you know, it increases. And then, uberPOOL,
12 really I haven't had good experiences and reliability.
13 I would prefer myself -- of course I would prefer
14 prior to SafeTrack.

15 But if I have to choose, I prefer in the
16 morning that you shut it down because at least there
17 are buses from where I live. I mean, I myself will
18 never use that at 7:00 in the morning because I don't
19 really work on Saturday. So maybe I'm being a bit
20 selfish.

21 But at least there are buses that I could
22 use. But at 2:00 in the morning -- you know, 1:00,

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1 2:00 in the morning, there's really not. And then
2 like it's going to get cold and then the weather. You
3 know, you prefer to wait inside the station and all of
4 that, you know -- I mean, in the morning.

5 But I prefer that you close -- I mean, of
6 course previous to SafeTrack. But if we can't, I
7 would say four because at least we still have it until
8 3 a.m. And you know, in the morning, if we need it,
9 there are more alternatives using the bus. At 2 a.m.,
10 a lot of the buses are over, you know?

11 So there's no other opportunity. And so,
12 and usually buses at 7:00 in the morning or something,
13 there's no traffic. So there's more accessibility.
14 So you have another option, at least where I live.
15 But at 2 a.m., you know, we don't really have another
16 option.

17 So I mean, I use it less. Maybe I'm being -
18 - so I just want to say that I think proposal four is
19 a better option in the sense of being able to use it
20 at night, you know, because we go -- there's a lot of
21 things to do. And there's work as well. And usually,
22 definitely it will pass midnight or maybe you get

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1 there 12:30 and it's already -- 12:00 is too early.

2 It's way too early at 12:00.

3 So it's like -- it has really made a
4 difference. Like, especially now, the other's in Twin
5 Brook. The other one lives Rockville, yeah, and then
6 the other one as well Alexandria. At least, you know,
7 if you can get there and then you may take an Uber,
8 you know, it's much less, you know, than coming
9 directly from D.C., if they don't live that close to
10 the Metro, you know?

11 So yeah, this -- it has -- so I would say,
12 yeah, four, you know, even though -- yeah. Okay.
13 Thank you.

14 MR. DORMSJO: Okay. Thank you for your
15 comments. Okay. That concludes the most recent round
16 of speakers. Do we have any other members of the
17 public that would like to testify now? There could be
18 a surge of people that appear at 10 o'clock. So I'm
19 encouraging you to get your comments in now. Okay.
20 Well, we'll --

21 (Whereupon, the foregoing went off the
22 record, and went back on the record at 9:09 p.m.)

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1 MR. DORMSJO: Okay. We're going to allow
2 the testimony of the next set of speakers. We have
3 Katherine Kortum?

4 MS. KORTUM: Well, good evening, all.

5 MR. DORMSJO: Good evening.

6 MS. KORTUM: I have not been in this room
7 all day, as I know some of you have. So chances are
8 that I'm repeating things that have been said before.
9 But I figure I'll just pile on so you're sure that the
10 public has a lot of opinions on this.

11 Just a few questions that I'm hoping WMATA
12 would answer before these late-night shutdowns become
13 a permanent thing. Why implement the system -- or why
14 implement the shutdowns on a system-wide basis?

15 Why would they not be some sort of targeted
16 rolling shutdowns, given that there's no way that the
17 entire system can be worked on at any one given time?
18 There's also been a lot of comments from WMATA about
19 how they need all of this extra track time in order to
20 access the tracks, given how long it takes them to get
21 going once they have access to the track.

22 And it's entirely possible that it does take

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1 them an hour-and-a-half to get set up. But it would
2 be nice to hear from WMATA that they have taken a hard
3 look at their efficiency practices to make sure that
4 they are being as efficient as possible with the time
5 that they do have available. If they could provide
6 some answers on that, that would be awesome.

7 We've also heard that there are eight hours
8 -- eight extra hours required, eight additional
9 closure hours. Why eight? If eight, great. But why
10 not six? Why not four? What is -- what is it about
11 eight that provides the extra magic touch?

12 Also, it would just be nice to have a little
13 more transparency about exactly what is being done
14 both in SafeTrack and what is expected to be
15 accomplished during these extra closures that will
16 happen, assuming this were to pass.

17 More clarity as to what exactly is being
18 done at any given time and when, therefore, in theory
19 the system will be returned to a state of good repair.
20 Are we getting any closer to it? It's not at all
21 clear to the public yet that that's the case. So a
22 little more clarity on that to the public would be

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1 great. The end.

2 MR. DORMSJO: Thank you. Okay. Thank you
3 very much. Next up, we have Valerie Reed.

4 MS. REED: Good evening.

5 MR. DORMSJO: Good evening.

6 MS. REED: Thank you for having us here. I
7 am a Red Line rider who lives in Germantown, Maryland
8 off of the Shady Grove Metro Station. I moved here in
9 1999 from the metropolitan New York area, based on the
10 fact that there was wonderful transportation. My
11 cousin and I chose where we lived in Greenbelt,
12 Maryland at the time based on our access to New
13 Carrollton.

14 I've always ridden the Metro since I've been
15 here. I've not had a car in the past several years
16 and opted to not have one so I could purchase my home
17 in Germantown. So I rely heavily on the ride-on buses
18 in Germantown, Metro buses. I work in Rosslyn. So I
19 do take Metro buses and I'm on Metrorail.

20 The disappointing thing about seeing the
21 times go backward is that a lot of us live in this
22 area because of the access, the easy access, the

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1 entertainment, the available work. I work full-time.
2 But I also do events part-time and at night. So I
3 tend to be out late. I tend to also be a social
4 butterfly and am out late.

5 And I always feel like I'm penalized for not
6 living here in the downtown area. Riding home for me
7 can become a major trek. I once rode from Richmond,
8 Virginia and was dropped off at Branch Avenue and it
9 took me longer to get home from Branch Avenue to Shady
10 Grove, again feeling penalized. I'm not here to
11 really gripe.

12 But I just needed to point out that often
13 when I'm standing on the platform and I have just
14 missed a train and have to wait 20 more minutes at
15 Metro Center, I'm wondering if you all are looking
16 down on us and seeing how packed the Red Line is, how
17 packed the platform is and seeing that sometimes we
18 can't even all fit on the train after waiting 20
19 minutes for it.

20 And we have to wait 20 more minutes for the
21 next one, especially if there's a Nats game or a Caps
22 game that just got out. And now, not only are we

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1 penalized sometimes just because we missed a train,
2 but we're penalized because we can't fit on a train.
3 The trains at night are more packed than they are at
4 rush hour.

5 And it's on any given night of the week that
6 I can get on the train late and not have a seat -- not
7 that I expect one, because I know that I'm on the Red
8 Line. But now, you're going to cut our time shorter.
9 And I just need someone to explain to me why would you
10 take this away from us? Because this is part of the
11 reason we're here.

12 And lastly, they just showed me a map in the
13 area where -- on the other side, where we're not even
14 going to get buses past White Flint. They tell me
15 that that's where all of the riders are. But I'm
16 getting off of packed trains in Shady Grove. So just
17 needed to point that out. Thank you all.

18 MR. DORMSJO: Okay. Thank you for your
19 comments. Next on the speakers list, Villareal
20 Johnson?

21 MR. JOHNSON: Good evening.

22 MR. DORMSJO: Good evening.

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1 MR. JOHNSON: It's Villareal.

2 MR. DORMSJO: Okay. Sorry.

3 MR. JOHNSON: But I wrote it correctly. I'm
4 sorry. I am here on behalf of one of many communities
5 who may be impacted by one of the proposals to reduce
6 service to the Green Line and other trains east of the
7 Anacostia River.

8 I currently live in Hillcrest, which is off
9 of Branch Avenue, serviced by the Naylor Road Metro
10 Station. We were made aware of this at the Advisory
11 Neighborhood Commission 7B meeting where that
12 community and that body was extremely disappointed by
13 a consideration of reducing those -- reduction of
14 service to trains east of the Anacostia River.

15 The commission did vote to send a letter to
16 you all by the proposed deadline. It appears to be if
17 WMATA considers one of those proposals to reduce
18 service east of the Anacostia River, that we would
19 have a social inequality issue.

20 And I think great consideration needs to be
21 given to the fact that many of the residents that live
22 on the other side of the river have economic issues

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1 and are really dependent upon service on that side of
2 town in the hours that are considered to be -- where
3 service will be reduced.

4 So I came, rushed straight down here after
5 hearing about this opportunity to voice concerns.
6 There is a large number of folks who will be following
7 suit, not today but by writing.

8 So I want to go on record, as you all
9 probably heard a thousand times, reduction of service
10 to Naylor Road, Congress Heights, Capitol Heights,
11 Benning Road, Deanwood and the other trains on the
12 other side of the river will really devastate -- have
13 a devastating impact on people who desperately need
14 public transportation. So I wanted to put that on the
15 record.

16 MR. DORMSJO: Thank you very much. Okay.
17 We have no further speakers at this time.

18 (Whereupon, the foregoing went off the
19 record, and went back on the record at 9:47 p.m.)

20 MR. DORMSJO: Okay. We are now about 10
21 minutes of 10 o'clock, and we have an additional
22 speaker. So at this point in time, I'd like to --

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1 sure. We'll hit the pause button there for a second.
2 All right. So we are now allowing additional
3 testimony from public witnesses, and I'll call Shekita
4 McBroom to the microphone here. And you have three
5 minutes. If you need a little extra time, let us
6 know.

7 MS. MCBROOM: Good evening, everyone. My
8 name is Shekita McBroom. I am an ANC commissioner for
9 the area of Congress Heights. My commission is AE04,
10 and I'm speaking on behalf of my community about the
11 Metrorail.

12 I'm not really clear on if Congress Heights
13 is one of the stations that you would consider closing
14 at an earlier time. But I feel like, first of all,
15 Congress Heights Station was just brought to us really
16 not that long ago.

17 And if you were to shut down Congress
18 Heights Station, that would affect pretty much a lot
19 of us in the area due to the fact that most people
20 utilize the services, you know, for work, school or
21 whatever that needs to be done in terms of
22 transportation.

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1 And so, I'm just going to really speak on
2 Congress Heights because, again, I'm not really sure
3 whether the decision is going to be made. But I
4 really hope that you consider keeping Congress Heights
5 Station open with normal business hours.

6 And again, if you were to I guess use the
7 bus stations -- excuse me, the buses to accommodate
8 with transportation, that would affect people also
9 with the crime that's happening in the area.

10 As we all know, the buses to mean is
11 sometimes the last or least of people's choices when
12 they do use transportation. Pretty much everyone
13 likes the rail station to utilize in terms of
14 transportation. And I just feel like Congress Heights
15 should be left on the chart for transportation for our
16 community.

17 And a lot of people are really concerned
18 about it. There's a lot of fear because, again, this
19 is how people get around. A lot of people don't have
20 cars over there where we are and into consideration
21 for a lot of people don't really make a lot of money
22 where we are to really have vehicles to get them

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1 around.

2 And so, this is all they have to use to get
3 to wherever they have to go, doctor's appointments,
4 again, work, school, or whatever have you. This is
5 what we use a lot of times.

6 And oftentimes, people are not even able to
7 get Uber because they don't have access to a credit
8 card, which you have to have in order to have Uber or
9 Lyft, you know, or other transportation services that
10 they have.

11 So I just again hope that I am speaking
12 clearly and loudly for pretty much the majority of my
13 community that don't have vehicles, that don't have
14 any other means of transportation, that you do
15 consider keeping Congress Heights open. We would
16 really appreciate that. Thank you all.

17 MS. PEARSON: Good evening.

18 MR. DORMSJO: Welcome.

19 MS. PEARSON: I have a question, as far as
20 Congress Heights Metro Station. As Ms. McBroom
21 pronounced that, it is very greatly needed in Ward 8.
22 And if Congress Heights -- if you all make your

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1 decision that Congress Heights Station is on the list,
2 when will it affect the community as far as
3 substituting for -- I've seen W4 on there.

4 We would definitely need more buses, the 92,
5 the W4, the W2. The W4 will not do for that community
6 alone. And when will this decision be made whether
7 you are going to cut this service out and provide more
8 bus service or close the service down earlier? When
9 will that take affect?

10 MR. DORMSJO: Okay. So the hearing that is
11 being held tonight is focused exclusively on the
12 proposal from management that was brought to the Board
13 with regard to the possible changing of the hours of
14 operation for Metro.

15 The concept around stations potentially
16 being closed during off-peak hours was something that
17 has not been voted on and brought to the public for
18 consideration because it was a discussion item during
19 a budget meeting. So it was a concept that was an
20 example of a way to potentially save money.

21 But that is not something that is being
22 officially considered at this time. If something

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1 along those lines were advanced by the Board, it would
2 also have to go through a public hearing process. So
3 it is not an active proposal.

4 MS. PEARSON: Okay. Thank you all so much.

5 (Whereupon, the foregoing went off the
6 record, and went back on the record at 10:00 p.m.)

7 MR. DORMSJO: Okay. With that, we'll
8 adjourn our public hearing. Thank you.

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11 (Whereupon, the foregoing adjourned at 10:00
12 p.m.)

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CERTIFICATE OF NOTARY PUBLIC

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I, NATHANIEL RIVENESS, the officer before whom

4

the foregoing proceeding was taken, do hereby certify

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that the proceedings were recorded by me and

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thereafter reduced to typewriting under my direction;

7

that said proceedings are a true and accurate record

8

to the best of my knowledge, skills, and ability; that

9

I am neither counsel for, related to, nor employed by

10

any of the parties to the action in which this was

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taken; and, further, that I am not a relative or

12

employee of any counsel or attorney employed by the

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parties hereto, nor financially or otherwise

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interested in the outcome of this action.

15

16

17

NATHANIEL RIVENESS

18

Notary Public in and for the

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District of Columbia

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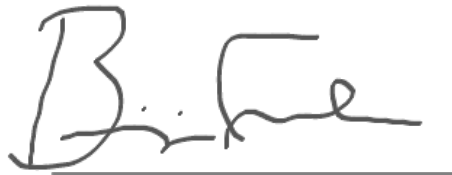
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CERTIFICATE OF TRANSCRIBER

I, BENJAMIN GRAHAM, do hereby certify that this transcript was prepared from audio to the best of my ability.

I am neither counsel for, related to, nor employed by any of the parties to this action, nor financially or otherwise interested in the outcome of this action.

A handwritten signature in dark ink, appearing to read 'B. Graham', is written over a horizontal line.

10/24/2016

BENJAMIN GRAHAM

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Lifeline Network Access Metrobus Service Plan

Late Night Corridor	Route	Existing Late Night		Lifeline Network Access Proposal				
		Frequency (minutes)	Last Trip Time	Reestablished Network Connection	Improved Frequency (minutes)	Mon-Thu Last Trip Time	Fri-Sat Last Trip Time	Sun Extended Trip Times
District of Columbia								
Anacostia-Congress Hts-Alabama Ave	W4	30	2:30a				3:30a	
Anacostia-Congress Hts-Eckington	A2, A8, P6	30	3:30a	✓	15-30		3:30a	6:30-8:00a
Connecticut Ave-Mt Pleasant	42	35	3:00a		20-30		3:30a	
Connecticut Ave-Bethesda	L2	40	1:00a	✓	20-30		3:30a	6:30-8:00a
Crosstown-Military Rd	E4	40	1:00a				2:00a	
Crosstown-Mt Pleasant	H4	30	1:30a				2:30a	
Downtown-Southern Ave	New	-	-	✓	20	12:30a	3:30a	6:30-8:00a
East Capitol St-Cardozo-Addison Rd	96	30	3:00a	✓			3:30a	6:30-8:00a
H St-Benning Rd-Minnesota Ave	V4, X2	15-30	3:00a		15-20		3:00a	
Mid-City (7 St-Georgia Ave/14 St/16 St)	54, 70, S2	15-30	3:30a		15-20		3:30a	
Mid-City (11 St-Ft Totten)	64	30-45	2:00a		30		3:00a	
North Capitol St-Ft Totten	80	30	1:30a				2:30a	
Pennsylvania & Wisconsin Aves	30N, 30S	30-60	2:00a		20-60		3:00a	
Rhode Island Ave-College Park	83	35-60	2:00a				3:00a	
Rhode Island Ave-Brookland	G8	35-60	1:00a				2:00a	
U St-Garfield	90, 92	30	2:30a				3:30a	
Maryland								
East-West Hwy	F4, J2	30	1:00a				2:00a	
Eastover-Addison Rd-Central Ave	A12, P12	30-60	12:30a				2:00a	
Georgia Ave-Viers Mill Rd	Q4	30	1:30a				2:30a	
Greenbelt-Twinbrook-University Blvd	C4	30	1:00a				2:00a	
New Hampshire Ave	K6	30	1:30a				2:30a	
Rhode Island Ave-College Park	83	60	2:00a	✓			2:00a	6:30-8:00a
Connecticut Ave-Bethesda	L2	-	-	✓	20-30			6:30-8:00a
Virginia								
Ballston-Farragut Square	38B	30	1:30a		20-30	1:30a	3:30a	
Ballston-Wilson Blvd-Washington Blvd	1A, 2A	60	12:30a				2:00a	
Ballston-Tysons-Crystal City	23A	60	12:00a				1:00a	
Leesburg Pike	28A	30	1:00a				2:00a	
Pentagon-Ballston-Mt Vernon Ave	10A, 10B	30-60	1:00a				2:00a	
Pentagon-Columbia Pike-DC	16E	30-60	3:30a	✓	30-45		3:30a	6:30-8:00a
Reagan Nat'l Airport-Pentagon City-DC	13Y	-	-	✓	20-30	1:00a	1:00a	8:00a

Note: Frequency and last trip times are approximate.

